MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XLI. No. 11. WEEKLY. | BALTIMORE, APRIL 3, 1902. | $4.00 A YEAR. SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

RICHARD H. EDMONDS, President.
THOMAS P. GRASTY, Vice-President.

OFFICE: MANUFACTURERS' RECORD BUILDING
BALTIMORE.

PUBLISHED EVERY THURSDAY BY THE

Manufacturers' Record Publishing Co.

RICHARD H. EDMONDS,
Editor and General Manager.

THOMAS P. GRASTY,
General Staff Correspondent.

SUBSCRIPTION, - - - - $4.00 a Year.
TO FOREIGN COUNTRIES, - - 26s. 6d. a Year.

BALTIMORE, APRIL 3, 1902.

COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week.

For the first issue in the month we should receive copy by Friday Morning of the week preceding.

CO-OPERATION WITH RAILROADS.

In his recent address before the Chamber of Commerce of Charlotte, N. C., in which he urged the development of the spirit of co-operation, Mr. M. V. Richards of the land and industrial department of the Southern Railway Co. very pertinently mentioned one feature of co-operation which sometimes is forgotten and sometimes not encouraged as it should be. He said:

> One of the best friends you have is the railroad organizations whose lines penetrate this city. You will find that these companies are doing all they can consistently to advance the best interests of the country. Referring to the work of the company which I have the honor to represent is doing in your behalf, let me advise you that for several years we have been, and still are, making a study of not only Charlotte, but all cities and towns and countries and sections tributary to its system. While we are doing this we are going into the Northern States, Canada and Europe in behalf of the country we represent. We are systematically carrying on what might be termed missionary work. We are as fast as possible educating the people in the outside world to the fact that our line runs through the best portion of the United States. We use our own methods in this work, and leave it to our constituents to judge whether the work is being done effectively. We believe in co-operation with the people living along our line. We realize that as the people, our patrons, succeed, as the country through which we run advances and prospers, so will our railroad succeed and prosper. We are trying to help you build up the country; we expect to receive our returns later, and we will chance they will be remunerative if we all do our duty.

The point which is frequently overlooked when the work of the railroads for a community is under discussion is that co-operation ought not to be limited to the railroads. Naturally, a progressive railroad does all within its power to advance the interests of a section which it traverses. A railroad is not operated for amusement, but for the purpose of securing adequate returns for the money invested in it. Its interest, therefore, is to make the country through which it passes pay permanently. That can only be accomplished through a growth of the country, and the railroad offers the opportunity for growth. At the same time hostility to the railroad, born of ignorant prejudice, can only hamper growth, whether it takes the form of petty litigation or the attacks of demagogism in legislation. The hopes of the railroad may not be realized in a week, but, as Mr. Richards says, they are expecting returns later on, and returns flowing from the upbuilding of the country. Both good results will be hastened by a generous public spirit toward the railroads.

A PASSING IRON PHENOMENON.

A dispatch from Philadelphia points to an interesting phase of the great demand for iron and steel in the arrival at that port of the first cargo of a consignment of 10,000 tons of English pig-iron bought by Pittsburg manufacturers. The dispatch adds that this importation is to be followed by similar cargoes from England, Germany and Sweden, and is made possible by the unprecedented demand for raw material and the depressed condition of Atlantic steamship freight rates. From the other side of the water comes a statement reinforcing this explanation of the movement of iron from England to America. The London Statist, which recognizes the United States as the greatest iron and steel producer in the world, says in its issue of March 15 that just at present the iron and steel trades in the United States are so fully employed that they are not able to keep pace with the demand upon them, and consequently iron and steel have had to be bought in England and in Germany. But it regards this as merely a passing phenomenon, due to the unprecedented activity of trade in the United States, and it looks to a period when American competition will become more eager than ever before, and when America will have a surplus to dispose of. It adds:

> In so disposing of it the American mine-owners and manufacturers will have great natural and artificial advantages on their side. Our supplies of iron are running short. We have long had to import a good deal of ore from other countries. And every year we have had to add to the number of countries which are contributory to us. The United States has immense fields of iron which are, to a large extent, hardly tapped. Moreover, earnest efforts are being made to get rid of middlemen and intermediaries of every kind. For example, the great steel combination owns very rich ore in great quantities. It has railways and steamers to carry the ore to the works where it is treated. And it has other railways and steamers to convey the manufactured article to the home markets and to the seaboard. Quite recently, either the combination itself or a number of capitalists allied with it, have bought a fleet of steamers for the express purpose of conveying the manufactured article to foreign markets. The ore, the manufacturing works, the railways and the steamers being thus all owned by the same persons, the cost of production will be reduced to the very lowest possible limit, and competition in the neutral markets of the world will be of the keenest kind. It is hardly necessary to add that the machinery of every kind employed is of the newest and most efficient type, and that the management is most excellent.

That the Statist is thoroughly in earnest in its utterances is shown by its vigorous criticism of the practices which have given artificial importance to the comparative lack of advantages of the manufacturers in England. Among these practices or habits the Statist places the carelessness of manufacturers, their overconfidence in their own ability and in the skill of their workpeople. It condemns their slowness in the past to recognize the value of science in their trade, and their unwillingness to replace antiquated machinery by the newest and best, and to adapt their products to the tastes or whims of their customers. It notes a change in this respect, which, however, must face the difficulty of obtaining, under existing circumstances, sufficient money to meet all the demands.

No one who has read the press of England and this country during the past year can doubt that the English manufacturers are very much awake, and no one can doubt that they have been spurred to meet the competition of countries possessed of greater natural advantages. Therefore, while it is gratifying to American pride to note the tributes paid to American industrial progress on the other side, such gratification should not be permitted to degenerate into overconfidence or to induce a relaxation of efforts in every direction to maintain American prestige.

COMPETITION IN COTTON.

Mr. William D. Caldwell, the agent of the Jackson Company and the Nashua Manufacturing Co. of Nashua, N. H., is quoted by the Textile Manufacturers' Journal as stating that the talk of regulating industrial conditions of labor between the North and South is all a myth. Mr. Caldwell does not regard all Southern conditions as ideal, but he sees an impossibility of New England mills entering into successful competition with Southern mills on anything like an equality of costs, and he adds:

> I do not see how the New England mills that turn out a coarse grade of goods are to be successful in competition with the Southern mills that make a similar grade of goods. The facts are that the mills of the South can manufacture cheaper than we can. There are several reasons for this. In the first place, the living expenses of the help are much less than with us. The employes of the Southern mills can live on forty cents a day, and as a result they can work cheaper. The price of coal is much less, so that this works to our disadvantage. At many points in the South the mines are near the mills, and they can get their coal for $1 a ton.

While he holds these views, and while he considers that Northern mills cannot compete with the South in the coarser lines of goods, he does not believe that the Southern mills can compete with Northern ones in fine yarns, prints and colored goods. Consideration of these views suggests, first, that the idea of a fierce competition between Northern and Southern mills should be reduced to the minimum, and, secondly, that as a means of this reduction the mills of both sections keep to the front agitation of plans whereby all the mills of the country may progress safely and steadily in expanding opportunities for trade with other countries. A sure aid to the diminution of the feeling of competition would be the suppression of efforts on the outside to interfere with labor conditions in Southern mills.

INDUSTRY AND POPULATION.

Massachusetts is a splendid illustration of the benefits derived by a State from manufacturing industry. It supports today a greater population to the square mile than any other State in the Union save one, and its industrial productivity per capita of population is far in excess of that of the mass of other States, as it ranks seventh in population and fourth in the value of manufactured products, New York being first in population and in the value of products, Pennsylvania second, and Illinois third in both particulars. The close connection between increase in population and the growth of industries in Massachusetts is brought out clearly in the latest number of the Labor Bulletin of the bureau of statistics of labor of the State. In this study tables are presented of population for cities and towns having a population in excess of 2500, classified under certain industrial heads. The total population of the 150 towns thus reviewed is 2,567,098 out of a total of 2,805,346 in the whole State. Three of these divisions are classed as agricultural and five others as engaged in fisheries. The remaining 142 are roughly classified according to their respective leading industries. With this explanation the Bulletin states that towns manufacturing boots and shoes have an aggregate population of 355,552, leather 33,025, metals, metallic goods and machinery 244,800, jewelry 21,308, textiles 579,618. Since 1875, while the population of the State has increased 69.82 per cent., the towns classed as boot and shoe manufacturers have increased their population 68.38 per cent., those dealing in jewelry 83.39 per cent., in leather 59.29 per cent., in metals and machinery 116.38 per cent., in paper 114.95 per cent., in quarrying 108.95 per cent., in textiles 91.98 per cent., while one town making wagons has increased at the rate of 148.24 per cent., though this increase is partly due to annexation, and two cities with miscellaneous manufactures 120.25 per cent.

A few single communities in the South will show equally as great, if not greater, percentages of increase of population directly traceable to the rise of industry, but these great increases may be recorded largely because of the small population of the towns twenty or twenty-five years ago, and the advantage which Massachusetts alone enjoys over the whole South appears in the fact that while Massachusetts, with a population of 2,800,000, manufactured in 1900 to the value of $1,035,000,000, the South, with a population of 23,500,000, manufactured to the value of $1,466,000,000. The rate of increase in the value of manufactured products in the South during the last decade was far beyond that of Massachusetts, but

there is still a wide gap to be filled before the South shall be producing in manufactures at the rate per capita of population that Massachusetts is now doing. The gap will be filled. Four or five Southern States possess in themselves natural resources of industry unknown in Massachusetts. These are to be developed, and to be developed largely by Southern brain and muscle. The sooner that brain and muscle are set to the task the better for the South and for the whole country.

SATISFACTION.

New Orleans and Norfolk are to be congratulated upon the settlement of difficulties between street-railway companies and their employes. At Norfolk there seems to have been utter collapse of the strike after four weeks of trouble, which the strikers must now perceive was fruitless for them. At New Orleans the better part was chosen, the street-car employes, by a vote of 776 to 176, agreeing to a settlement with the street-car companies. This result is apparently satisfactory to everybody concerned, especially to the public of New Orleans, a part of the greater public whose interests are so frequently disregarded by strikers. The very fact that the public saw practically no valid reason for a strike had probably much to do with the settlement of the difficulty. But there is general consent that the immediate credit for harmonizing the differences belongs to the courage, tact and judicial mind of Mayor Paul Capdevielle. Fortunate the city with such a mayor who regards the interests of a community as above those of person, class or party.

GALVESTON THE COURAGEOUS.

Since the great storm of September, 1900, Galveston has built or reconstructed 2644 buildings. Commenting upon this, the Galveston News says that the restoration of confidence, to which the assurance of the construction of the seawall has largely contributed, is having effect upon the steady advancement of the many improvements contemplated up to the time of the seawall bond election. Conditions at Galveston, where the population has displayed such a wonderful courage and confidence in the face of dire disaster, are most gratifying to everybody who recognizes the advantageous position of Galveston as a handler of the foreign commerce of the West and Southwest. For a time faint hearts feared that Galveston had been permanently crippled. The magnificent spirit of its people has banished every reason for such fears, and Galveston may be expected not only to recover its former standing, but to make even greater records.

It is announced that Mrs. Ann E. Webber of Nashville has given for the use of the Watkins Institute Night School of that city property worth $150,000, the proceeds of which at her death are to be used in sustaining a free school of technology and manual training. This is one of the most practical announcements in connection with plans for practical education in the South made recently.

The sales in the Joplin (Mo.) district during the week ended March 29 were 10,551,240 pounds of zinc ore and 1,708,000 pounds of lead ore, valued at $197,043.

Already application has been made for 15,000 of 25,000 square feet of space in the proposed manufacturers' exhibition at Atlanta.

EXPANSION OF TRADE IN AMERICAN COAL.

By F. E. Saward, Editor Coal Trade Journal.

[Written for the Manufacturers' Record.]

One of the strangest conditions which now confronts the foreign operators in coal, and one over which they make a great hue and cry, is the change which has taken place in the past few years in the American coal trade. They cannot understand how it is that this country has gone ahead at the pace she has. Is it not largely due to the fact that our labor has been free from the general interruptions which prevail abroad? The men have had good wages, and employment was never up to the pace it is at the present time. In the bituminous districts of this country there has been a continuance of the same rate of wages for two years, and with the current year from April 1 it will begin upon the third year. It is that very steadiness to affairs in this line which has aided and assisted so greatly in the expansion of this industry, so that now it amounts to 225,000,000 tons, a total that is the more remarkable when one looks back over a period of but ten years. With our anthracite the total production in this country for last year was 290,000,000 tons, far and away beyond that of Great Britain, our nearest rival, and twice that of Germany, the third in the list of coal-producing countries in the world.

The extraordinary power of the trades-unions in Great Britain is shown in the fact that though her output last year was 6,000,000 tons less than in the preceding year, there were 26,683 more persons employed. As if this were not enough, there is the American competition. One standard authority says: "In the coal trade, as in the iron trade, our worst enemies are, to a large extent, those of our own household. The bogey of two years ago was American competition; of last year the export duty, and this year we appear to have both on our hands, and even more so than before." Here is the official statement of Britain's output and her labor situation: "Last year the output of coal was 219,037,240 tons, as against 225,170,163 tons in 1900. The number of persons employed at mines last year was as follows: Under ground, 647,822; above ground, 158,913; total, 806,735. In 1900 the figures were: Under ground, 624,223; above ground, 155,829; total, 780,052."

One of our consuls recently sent to the State Department a report that a Trieste coal dealer placed with a New York firm an order for 3000 tons of prime steam coal. The dealer, however, refused to accept it because it was found upon its arrival to contain so large a percentage of screenings as to render it unsalable as standard steamship coal. We are told that the local representatives of the British coal interests unduly commented on this incident, and it cannot be denied that the reputation of our coal has suffered a serious setback. Inasmuch as the foreign lines of steamers running out of New York alone take 2,500,000 tons of this coal annually, and the Southern ports fully as much, without finding any fault on the score of what this foreign dealer called "screenings," the coal is good; the fine gives a steam-raising power equal to the lumps. After making a thorough test of a West Virginia coal the Navy Department of the German Empire has placed it on its list of admiralty coals acceptable to that department for supplying the requirements of its men-of-war. The government of Great Britain also endorsed it. A report made by Sir Julian Pauncefote, British minister at Washington, to the Earl of Rosebery, secretary of foreign affairs, put it on a par with Cardiff. A Maryland concern is to load the British bark Launberger with a cargo of bituminous coal for South Africa. Another has just loaded 5000 tons of bituminous coal into the British steamship Michigan for the use of the ship as bunker coal during a voyage to South Africa and return, and so it goes on; our coal is good, and it is being taken in increasing quantity.

We are taking the West Indian trade, as a recent growl from Bermuda to an English paper says: "This place is so handicapped with red tape and officialism that the people here begin to echo the cry of many of the British colonies that we are under the government of an empire whose methods of business are obsolete. At present nearly all the Bermuda coaling is done at an open roadstead, because ships of the present day draw too much water to enter the Bermuda channels. The coal used are the Pocahontas and New River varieties, imported from Norfolk and Newport News."

The immense supply in the great Flat Top region of Southwestern Virginia, the talk of coal shipments from Port Royal, S. C., and of the scheme for a road from the Tennessee coal fields to Southport, N. C., all these things tend to the magnificent empire upbuilding in the hitherto purely agricultural States of the South. The land that is now being acquired for a few dollars per acre will be worth hundreds; the present movement is but a modest one compared to what it will be. The one feature that is making to this end is that foreshadowed in the opening paragraphs—steady labor, well satisfied, at good wages for the service rendered. Compare conditions in the Fairmont, Kanawha, Pocahontas, Birmingham and other coal-producing districts, where the sole effort is to get out as much as possible tior it is all salabler with the friction that prevails abroad, and in some Western coal fields of the United States. Contented labor brings prosperity to any country.

SPOT IRON STILL SCARCE.

But the Birmingham Market Soon to Be Placid.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., April 1.

There is still a scarcity of spot and nearby delivery iron. This fact is evidenced by the enhanced bids of last week and by the values paid. While the quoted figures herewith given are based on actual transactions, the warning is again repeated that the resultant business is not significant, and is restricted mainly to those who let their stock run down with the expectation of replacing at lower values. Deliveries, from causes explained, have been irregular and belated, making it appear that the scarcity is greater than it really is. It is regarded here as only temporary, and confidence is felt that demand will in time be satisfied. In the meantime, those who have any spot iron, and are apostles of the theory that its value is the price it will command, have that part of the market, and they are making what hay they can. While this class of sellers control the spot-iron prices, they are declining to price for long delivery. If they did they would be compelled to price on a basis of $12 for No. 2 foundry, which is the basis of the larger companies.

The price of spot iron the past week was the highest yet obtained, and $14 for No. 2 foundry is admitted. That price was topped, and as high as $15 is given. As it is not improbable the report is given, but of one thing there can be no doubt, and that is, the amount sold was insignificant. For No. 1 soft $14 was declined simply because it was out of stock. The usual price difference between grades is disregarded, and any figures given would be as likely to mislead as to correctly inform, and are therefore omitted. The larger interests still adhere in their quotations to a basis of $12 for No. 2 foundry, and on that basis are doing a restricted business. Very little of the business they are doing is for short delivery. And it is almost impossible for an outsider to get in. Their efforts are directed principally to supplying and protecting against speculative values their regular customers, and one must be in good repute as a melter of iron if he would read his title clear to a share of it.

The car situation has improved, and ought soon to be in such shape as to satisfy all demands. The long-continued bad spell of weather has militated against shipments. The little holes that have been clamoring to be filled will soon be plugged with iron, and the market will wear a placid face.

Some changes are about to be made in the management of the Sloss-Sheffield Company. The president, E. O. Hopkins; Gentry Hillman, the local manager of the furnaces, and C. H. Schoolar have resigned. It is understood that all take effect May 1. It is current gossip that J. C. Maben, at present first vice-president of the company, and largely interested in it, will succeed to the presidency.

There has been a change in the personnel and management of the Southern Cement Co. Caldwell Bradshaw, L. M. Bradley and associates, holding a controling interest, have sold out to Eastern parties. The new management has organized with Daniel Pierson, Jr., as president and treasurer, Harold R. Sanson as manager and secretary. Bradshaw retires absolutely from the company, and Bradley remains as salesman and bookkeeper. The capacity of the company is 800 barrels per day. The new owners are practical cement men.

The contemplated $500,000 rolling mill gives added promise of materialization. The project has met with much encouragement from parties commanding both influence and capital, and one who is prominent in the financial world will undertake to finance it. His ability to do so successfully is conceded. We can therefore count upon another needed addition to our industries.

The nucleus of a building fund has been organized for a Knights of Pythias building. Go where you may, in city limits, suburban towns or mining settlements, and surprises greet the eye on every hand. New buildings are being erected, old ones renovated, additions made, that involve large expenditures. Labor available is in active demand, and more is wanted. The kind wanted includes all the various classes of mining and skilled labor. A man efficient in his branch of labor is sure of constant work at remunerative wages.

J. M. K.

The Sour Lake Gusher.

A dispatch from Sour Lake, Texas, describing the recent oil strike made by the Atlantic & Pacific Oil Co., says that the gush to a height of 110 feet was witnessed by between 300 and 400 persons from Texas, Louisiana, Nebraska, Pennsylvania and West Virginia. The well is on a five-acre tract about nine miles north of Sour Lake station, on the Southern Pacific Railroad, and about twenty northwest of Beaumont. The oil was struck at a depth of 685 feet. Several companies are drilling in the vicinity.

It is announced that an oil exchange will be organized at St. Louis.

CANE AND CASSAVA.

Bases of Industry in South Georgia and Florida.

About a year ago the Board of Trade of Brunswick, Ga., began a practical agitation for the encouragement in South Georgia and Florida of the growing of cane for sugar and syrup and of cassava for starch. This movement was speeded through two conventions—one held on April 9 last and the other on October 22. A third convention is to be held at Brunswick on April 12, and Secretary Wilson, Dr. Wiley and Professor Moore of the National Department of Agriculture, Commissioner O. B. Stevens of Georgia, Dr. W. C. Stubbs of Louisiana, Mr. D. G. Purse of Savannah, Professor Stockbridge of Florida and others specially conversant with the subjects to be discussed are expected to be present. Col. C. P. Goodyear of Brunswick, president of the South Georgia Cane and Cassava Association, writes to the Manufacturers' Record regarding the convention as follows:

"Sugar-cane has always been grown in patches in Georgia, Florida, South Carolina and Alabama, and a syrup, with the general designation of 'Georgia syrup,' made by the crudest methods, selling at prices ranging from twenty to thirty-five cents per gallon.

"Recently mill and turpentine men and others have undertaken to raise it in areas varying from ten to 100 acres, and to manufacture the syrup by improved processes, bringing it to a uniform grade, eliminating the danger of fermentation, putting it in attractive bottles and tin packages. Two factories—one at Columbus and one at Baxley, Ga.—have bought the farmers' syrup and given it the same improved treatment. The result has been a demand in excess of the supply of such graded syrups at prices ranging from fifty to seventy-five cents per gallon. The demand promises to increase faster than any probable increased supply.

"Cassava has been grown on a commercial scale in Florida for the past four years, with a constantly increasing acreage. It is the non-poisonous five-leaved variety of cassava, imported from South America. It is admirably adapted not only as table food, but as a food for stock of all kinds and for poultry, all of which eat it with avidity.

"H. E. Gartskill, formerly a bluegrass stock-grower and fattener of Kentucky, now a stock fattener and cassava and velvet-bean grower of McIntosh, Fla., delivered the address on cassava as a stock-fattening product and for starch manufacture at our first convention, and Professor Stockbridge, in charge of the Florida experiment station, delivered an address on the same subject at the convention last October. Both of these addresses were wonderfully practical, and were a revelation. A condensed statement of some of the most striking facts stated should interest every citizen of the South Georgia and the entire Southern pine belt.

"Cassava can be grown as easily, with as little work, as corn (we have since proved that). It can be cultivated with the ordinary appliances of the farm (we have proved that). The yield is an average of eight tons an acre; maximum yield so far thirteen tons per acre. The seed, which is the joints of the stalk, can be saved with certainty and at small cost. The roots can stay in the hill where grown (a most important consideration) without injury until needed for feeding or for the starch factories.

"The factories pay for it from $5 to $6 a ton for the roots at nearest railway station to the farmer. Stocks of cattle fed on it seventy-two days have weight doubled at a cost per pound of added weight of one and one-half to three cents; cost added weight Western feeding, five cents; time fattening, 100 days.

"One hundred head of steers, common pinewoods stock, were fattened with cassava and the velvet bean last year; doubled in weight; sold in market at Western-meat prices; profit $900.

"A Bartow county farmer and stock owner planted ninety acres in the velvet bean; turned 300 head of cattle on it, valued at $12 per head; let them do their own foraging. It cost him $2.50 an acre to raise the beans. He doubled the weight of his stock, and cleared a net profit of $3600 on the bunch of steers, and has ninety acres of land which will grow anything.

"Western stockmen from Omaha and Chicago are buying up large areas of lands in Florida for stock ranges.

"The two starch factories in Florida are making large profits, but are unable to get enough cassava seed to supply the demand, and are selling all the seed they can spare at $2.50 per 1000. Each acre will produce a minimum of 30,000 seed per acre. As an illustration, our Board of Trade last year distributed 15,000 seed for planting. This year it intended to distribute 100,000 seed, but was only able to procure 35,000.

"Very few men in South Georgia had seen a cassava plant last year. This year, as a direct result of our efforts, over fifty acres are growing in this and three other counties."

Progress at Pell City.

[Special Cor. Manufacturers' Record.]

Pell City, Ala., March 31.

On February 15 the St. Clair Development Association was organized to bring about the development of the resources of St. Clair county, Alabama. No section of Alabama, or, in fact, the South, can lay claim to a greater diversity of resources than the county referred to. Southeast St. Clair county includes the thriving litttle towns of Coal City, Cropwell, Easonville, Eden, Pell City, Ragland, Riverside and Seddon, and stretches from the mountains on the north and west along the banks of the Coosa river on the east to Shelby county on the south, a territory that contains some of the finest farming lands in Alabama and rich deposits of iron, coal and clay. There are three competing lines of railway, besides river navigation. Five dams across the Coosa river will furnish immense water-power. Water navigation insures the cheapest freight rates. Cotton, corn, hay, oats, wheat, broom-corn—in fact, all farm products—as well as pecans, peaches, apples, pears and fruits in abundance, attain perfection in this climate. The officers of this association are Hon. N. B. Spradley of Seddon, Ala., president; Walter S. Crump of Seddon, Ala., secretary and treasurer, and Bays D. Cather of Pell Ciy, assistant secretary, with the following vice-presidents: Sumter Cogswell, Pell City; W. T. Brown, Ragland; John W. Moore, Coal City; F. H. Lathrop, Riverside; D. W. Waite, Easonville; B. O. Heaslett, Cropwell; Lafayette Cook, Cook's Springs; C. D. Alverson, Eden; W. T. Chapman, Fairview; D. S. Jones, Moody; G. A. Saylors, Seddon, and D. F. Funderburg of Coosa Valley, Ala.

Pell City is taking on new life, and it is not surprising when it is known that Mr. Sumter Cogswell, president of the Pell City Realty Co., is the manager. Pell City possesses many natural advantages for a manufacturing city. The site is most admirably situated for residence and diversified business interests, and with the liberal policy of the company Pell City will unquestionably flourish. It offers an excellent location for a cotton factory, furniture factories, wagon works, knitting factory, because it is accessible to building material of every description, water, fuel and raw material. On my arrival here I attended a large and enthusiastic meeting of citizens who have organized a co-operative broom factory, which will shortly be launched, and from present prospects is will be a great success from the start. The Pell City Realty Co. will be glad to furnish information as to what encouragment will be given to the location of new industries. I. S. FIELD.

MAKING THINGS AT HOME.

Progress of the South in the Woodworking Industry.

Mr. M. H. Massee, president of the Massee & Felton Lumber Co., Macon, Ga., writes to the Manufacturers' Record as follows:

"We have just finished a 60x80 two-story addition to our sash and door factory at Macon, and have added several machines. We are also doubling our power plant at our saw-mills in South Georgia, and adding shingle and lath machinery to our equipment. With these added facilities we hope to be able to keep pace with the growing demand for yellow-pine products.

"It is with a great deal of gratification that we are also able to advise that Northwestern and Eastern dealers, who have heretofore been handling white pine almost exclusively, are beginning to look around in the South for yellow-pine doors to take the place of white pine, and in a great many cases are taking right hold of them and pushing them instead of white pine.

"The South, urged on by your valuable paper more than by any other influence, in our estimation, is waking up to her opportunities, and grasping the idea that will dominate twentieth-century commerce, namely, that the crude material should be manufactured at the seat of its production as far as possible, and is building up woodworking factories of all kinds to convert her great wealth of woods into various articles, as well as erecting cotton mills to manufacture her great staple.

"We have read with a great deal of interest your editorials from time to time along this line, and in this connection beg to express our appreciation of the magnificent work accomplished in your recent twentieth anniversary edition."

WORK FOR NEW ORLEANS.

Efforts to Secure the National Manufacturers' Convention.

The Progressive Union of New Orleans is making a determined effort to secure for that city the meeting in 1903 of the National Association of Manufacturers. In line with this determination was a visit last week to Mr. Thomas P. Egan of the J. A. Fay & Egan Co. of Cincinnati, an active member of the association, by Tom Richardson, secretary and manager, and other members of the Progressive Union. Mr. Egan was in New Orleans on his way to Cuba, and in speaking of the probability of the manufacturers' convention coming to New Orleans, said:

"New Orleans is a little out of the way, yet I see no good reason why it should not come here. Not very many of the Southern manufacturers are members, but if the convention was brought here it would undoubtedly result in good for both sides and both sections. It would give a great impetus to this section, and at the same time would give opportunity to the Northern and Middle States' manufacturers to become better acquainted with the wonderful resources of the South.

"If the proper representation is made at the coming convention, I think the next convention could be brought here. I would favor it, and I think most of the members from the Middle States would favor it. There might possibly be some opposition from the members from the East and the West, but I think it could be brought to New Orleans anyhow."

Mr. George P. Altenberg, who accompanied Mr. Egan, said:

"A curious and inexplicable condition of things is shown by an examination of the records of the imports that are received at the Mexican custom-houses. In spite of the fact that this country lies so close to Mexico, the records show that we only have about 22 per cent. of the trade of that country. The rest goes to Europe. Now Mexico is the country with which we do more business than any other South or Central American State. The imports of Chili, for instance, from this country are only 9 per cent. of the total, and we should do a great deal more of this business. In fact, we should have it all, and it is on account of this idea that I am so anxious to have the convention held in New Orleans next year. I believe that if it is held here it will be possible to invest it with a tinge of international importance. The result of getting the representatives of the Spanish-American countries interested in the meeting may be the opening wedge toward securing the trade that we should have. It would mean much to New Orleans to have the convention, and still more to have the shipping and distributing of the supplies of the countries referred to.

"There are some 850 delegates to the convention of the organization, and of course the members are men who represent great interests. The various members of the association employ at least 5,000,000 persons in carrying on their business."

THE SHIPPING BILL.

Effects of the Development of Shipbuilding Enterprises.

In a dispatch from Newport News, Va., General Superintendent Walter A. Post of the Newport News Shipbuilding & Dry-Dock Co. is quoted as follows regarding the results to be expected from the passage by Congress of the ship-subsidy bill:

"With the enactment of a satisfactory law the capital invested in shipbuilding in this country will be more than doubled. A gratifying point is that an enormous amount of foreign capital will be invested, so that, in addition to more than doubling the shipbuilding capacity of the country, we bring in foreign money with which to help us do it. Much of this capital will be spent in the development and improvement of existing yards and their enlargement, so as to meet the increased demand for shipbuilding that is certain to follow the passage of the measure. Foreign steamship companies are largely interested. The present bill is wider in its scope than the original bill, for it lets in the ship that is entirely rebuilt in this country. There are many ships to be rebuilt, provided it is worth their owners' while, and you can naturally imagine that we hope to get our share, not only of the original construction, but of the reconstruction.

"You must bear in mind that there is no industry in existence that helps a community more than a shipbuilding industry. It deals with the outside. It takes no money out of a community, but brings money in from other communities and leaves certainly half of it in the city in which the plant is located. Half the cost of building a ship is in the labor. Of our business of $6,000,000 a year, we put $3,000,000 every year in Newport News. If our business increases, as it will do, undoubtedly, under a proper ship-subsidy measure, the amount of money brought to Newport News directly by the shipyard will be correspondingly increased, as you

can see. The fact requires no argument; not even demonstration. It must be remembered that a shipyard helps every other industry in a city. Take the Chesapeake & Ohio Railway, for instance. It is the other great factor in the building up of this city. We, of course, do a big business with the road, as our material comes in over this line. Of course, additional men must be employed to handle additional business, and the more business the more men employed; the more men employed by us the more business for everybody, corporation and individuals.

"It does not require a telescope to see what that means for Newport News. I said that foreign shipping companies are interested. You will agree with me when I tell you that we have recently received an inquiry from one of these foreign steamship companies, owners of a great existing line, asking us in what time we will agree to deliver to them twenty large freight steamships in the event of the passage of the bill."

Developing Magnetic Ores.

In a letter to the Manufacturers' Record Mr. J. H. C. Barr of Philadelphia says:

"I commenced the development of magnetic ore at Pittsville, Va., last September, and since then I have constructed a fully-equipped mining plant, embracing the most modern machinery for handling the ore. The plant is lighted with electricity, and has railroad sidings to facilitate the handling and shipment of ore. Attached to the plant is a general store. In connection with this I have opened a valuable hematite property two miles distant, to which a line of railroad has been recently surveyed, and will be constructed just so soon as the season permits. A vast quantity of this ore has already been mined, and only awaits the necessary shipping facilities. There is also partially developed within four miles of these operations a manganese property, and further developments will be continued in the near future, while in the same locality in proximity to the mines limestone has been found, thus making it possible to assemble in this section the requisite material for the establishment of blast furnaces with the exception of coal and coke, which could readily be supplied from the fields of Virginia and West Virginia."

The Pig-Iron Market.

In their weekly report Matthew Addy & Co. of Cincinnati say:

"There is an immense amount of interest in the future of the pig-iron market, and there is a great deal of discussion and speculation regarding it, but there are no immediate items of real news. In this respect the market is featureless. The things that made history in the trade occurred some sixty days ago, and now we are simply carrying out contracts made at that time and guessing in regard to the course of the market for the balance of the year. However, sellers are not left in peace and quiet by any means, for there is a scattering demand for small lots of iron for quick shipment which cannot be supplied, and then there is a constant complaint regarding shipments of old orders. This is the most distressing feature of business today. Owing to the severe weather in the winter and the consequent shortages of coke and ore, the furnaces fell badly behind in December, January and February. They are still well in the rear of their contract deliveries, and it will take two or three months before order-books can get in anything like decent shape. Our mails are burdened with complaints of slow delivery or pressing appeals for faster shipments. It is well to remember that the furnaces are not to blame for the present state of affairs, as they sold ahead counting on a normal output. The railroads broke down at the beginning of the cold weather, and the furnaces suddenly found their production cut in two. No matter how independent a furnace may be in regard to its supply of raw materials, it is dependent on the railroads. A furnace plant can be likened to the heart in the human body, and the railroads to the veins and arteries. If the veins or arteries are stopped, the heart stops too. But, of course, the better weather of the past few weeks has been of great assistance to the ironmasters. From the 1st of March the railroads have been steadily and rapidly improving their service, and the outlook is distinctly brighter.

"In the South the leading interest is perfecting arrangements to put several idle furnaces in blast. Other furnaces are about to be blown in or have just been started, like the old stack at Grand Rivers, Ky., and they will immensely relieve the present strain."

Minerals of Canada.

The mineral production of Canada in 1901 was valued at $69,407,031, an increase of about 8 per cent. over 1900. Consul-General John L. Bittinger at Montreal writes, of this value gold represents $24,462,222, coal $14,721,122, silver $2,993,668, nickel $4,594,523, lead $2,199,784, and pig-iron from Canadian ore $1,212,113. Mr. Bittinger adds:

"Owing to the exploitation of the large deposit of iron ore of the Helen mine at Michipicoten, in Ontario, a considerable growth is evident in the country's production of this mineral. Some of the product goes to furnaces in Ontario, but the larger part is exported. Only the exports are credited in the table under this heading, the rest appearing under the item 'pig-iron.' Adding to the exports the 156,613 tons of Canadian ore, etc., charged to Canadian furnaces, there is shown a total production of 462,812 tons. In the production of pig-iron in Canadian furnaces, an increase of over 184 per cent. in quantity is recorded, while the estimated production from Canadian ore alone increased nearly 135 per cent. These gains are due in a large measure to the completion of the furnaces of the Dominion Iron & Steel Co. at Sydney, Nova Scotia. The value of the steel product is not included in the general table. There were made during the year 41,948 tons (of 2000 pounds each) of steel ingots, etc., all of which was worked up into bars, etc."

Opportunities at Fairmont.

In a letter to the Manufacturers' Record Mr. G. M. Alexander of Fairmont, W. Va., writes that the Fairmont Real Estate Co., owning a considerable body of land convenient to the railroads, and with a mile frontage on the river, is willing to give the ground for a site for a manufacturing establishment that will employ from 500 to 1000 people in iron or steel or tinplate manufacturing, providing the establishment should have a substantial backing. He adds: "We have here a very flourishing little city of about 10,000 inhabitants on the main line line of the Baltimore & Ohio Railroad and in the famous West Virginia gas belt, with gas for manufacturing purposes supplied at five cents per thousand feet. Work is rapidly progressing on the locks and dams of the Monongahela river, so that in the course of the next year or fifteen months we shall have slack water, and then we shall be at the head of slack-water navigation, giving us abundant and cheap means of transportation. We are in the very midst of the great West Virginia coal fields. The headquarters of the Fairmont Coal Co. are here, and its mines are all around us, with thousands of acres of undeveloped coal at our doors."

Southern Silk Culture.

Mr. Lewis B. Magid, a financier of New York, has just returned from a tour of the Southern States. He has been investigating with a view to establishing an Italian colony to raise and produce raw silk, as well as to start filatures to unwind the silk, etc. In a letter to the Manufacturers' Record Mr. Magid said that while his plans are not yet fully outlined, it has been determined to establish the first colony somewhere in the Piedmont section. He regards the Piedmont section of the South as an ideal place for a beginning, and sees no reason why the farmers should not engage in silk culture. His company offers to give farmers information in regard to the matter, and he expresses the wish that every farmer should produce silk, as his company will create a market for the cocoons in its plans of establishing mills. Secretary Wilson of the Department of Agriculture, he says, has assured him that he will do all within his power toward establishing silk culture in the United States.

To Develop Material Resources.

Application has been made by J. K. Orr, W. H. Dodge, A. G. Candler and others for a charter for the Atlanta Manufacturers' Association of Atlanta, Ga., the object of which is "the encouragement of home industry by providing for the exhibit and sale of raw materials and their manufactured products, with a view to stimulate the development of the material resources" of Georgia and the surrounding States. The capital stock is $5000, and may be increased to $100,000.

Practical Cotton Calculations. A treatise relating to cotton yarn, cloth structure, loom and miscellaneous cotton-mill calculations. By Ernest Whitworth. Publisher, Richard Boardman, Fall River, Mass. Price $1.

The principal object of the author has been to put into convenient form for reference a text-book of practical cotton-yarn, cloth and general mill calculations for the use of all persons from student to mill superintendent who may have occasion to deal with such. Most of the rules and methods explained in this handy volume are based upon data gathered from practical experience which have never been printed before. To these have been added tables of yarn numbering and cloth production and length and weight calculations which are common property.

The Commercial Club of Louisville, Ky., has issued a year-book which ought to be in the hands of everybody looking in the direction of Louisville as a location for industrial or commericial investments. The year-book deals with the advantages of Louisville as a home and as a manufacturing center, and is in itself a strong indication of efforts of the citizens of Louisville to make their city greater than ever.

Senator McMillan has introduced in Congress a bill to authorize the erection of the proposed new union depot in Washington. It is to be erected on Massachusetts avenue at a cost of about $4,000,000, and is to be used by all railroads entering the city.

The cigar factories of Tampa, Fla., now number 151. They employ between 6000 and 7000 skilled workmen during the entire year, with an aggregate pay-roll of $3,500,000 annually and an output of $12,000,000 worth of cigars a year.

J. T. Harahan, second vice-president of the Illinois Central Railroad, has written to the Manufacturers' Record that there is no truth in the report that the Illinois Central would extend the Tiger Tail branch to Tiptonville, Tenn.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Seaboard's Annual Report.

The first annual report of the Seaboard Air Line Railway for the year ending June 30, 1901, affords the first comprehensive view of the condition of the system. It shows gross earnings from railways, $10,426,279.79; gross earnings from water lines, $502,771.67; total earnings from operations, $10,929,051.46; operating expenses and taxes, $8,120,361.06; net earnings, $2,808,690.40; other income, $11,382.90; total income, $2,820,073.30. From the total income the following deductions are made: Interest on funded debt, $2,254,888.86; interest on equipment trust obligations, $99,569.69; other interest, $77,547.37; rentals, $43,500; dividends paid on guaranteed stock of proprietary companies, $8623.43; other deductions, $6284.90, leaving a surplus of $329,659.05. President Williams also says:

"The consolidation under one management of the different properties, which since July 1, 1900, have been included in the Seaboard Air Line system, was attended with many difficulties, and, as a result, the operations for the first six months following the consolidation of management are not a fair measure or indication of either the gross or net earning capacity of the property. * * *

"Since January 1, 1901, the operations of the property have shown satisfactory and gratifying results. Much important work was done during the past fiscal year in perfecting the newly-constructed lines and also in improving the physical condition of the older properties."

The system includes 2603.61 miles of track, exclusive of 316.95 miles of second track and sidings and 8.3 miles of track in the Savannah terminals. It has 294 locomotives, 259 passenger cars, 8335 freight cars and 220 roadway cars. The rolling stock was increased during the year by the addition of 1000 flat cars and 1000 box cars of 60,000 pounds capacity each, all being purchased. Besides, the company built at its own shops 100 flat cars and twenty-six box cars, besides three express cars and six roadway cars. There were also purchased locomotives as follows: Twenty-five freight, fifteen passenger and twenty switch.

President Williams further says: "It is a gratification to report that the outlook for business over your entire system for the current fiscal year is most promising. The country traversed by this railroad is developing steadily, and in many sections rapidly. New industries are springing up along the line, and those already in operation are generally prospering, and in many cases are materially enlarging and extending their operations. The demands of business will involve during the year a large increase in both cars and motive power to adequately provide for the tonnage to be moved.

"The physical condition of the system is being steadily improved."

The invested assets of the company are shown in the balance sheet as follows: Cost of road, equipment and properties, $101,694,149; securities owned, $312,410; securities owned by proprietary companies, $2,310,363; preferred capital stock in treasury, $5,600,000; common capital stock in treasury, $8,500,000; advances for construction, $161,853; cash on deposit with trust company for redemption of 6 per cent. certificates of collateral trust loan, $3,400,000; leasehold interest in Wilmington Railway bridge, $108,500, making a total of invested assets of $122,087,275.

The Cheat River Railroad.

[Special Cor. Manufacturers' Record.]

Wheeling, W. Va., April 2.

The building of the Cheat River Railroad, about which there has been speculation for the past three years, will, it is announced, be prosecuted vigorously, satisfactory arrangements having been made with all parties interested. Eight miles of the road have been made ready for the ties. Four miles have been finished, bringing the line to a point near Manheim, below Rowlesburg. The continuation of the line down the river to Muddy creek, eight miles, and possibly to Point Marion, is practically assured. Thomas A. Davies and J. W. McCullough of Williamsport, Pa., have paid out $50,000 for coal land in the Muddy creek region, and assert that the road will be built this summer. They represent the Cheat River Company. J. M. Guffey, it is said, has yielded his right of way, and is now more heavily interested in the project than before. The road will develop a rich country. The cement works at Manheim, recently equipped with $40,000 worth of machinery, is one of the new enterprises that will be given additional shipping facilities.

Col. John T. McGraw of Grafton and others are going over the route of the proposed Holly River & Addison Railroad. They are acquiring large holdings of timber and coal in that region, and announce that work on the road may be started this summer.

J. H. M. Ervin, chief engineer of the Chesapeake & Western Railroad, has a corps of engineers at work on Williams river surveying a route from Marlington to the Ohio river by way of Cowen. Mr. Ervin says the rights of way have been secured.

Lick Creek & Lake Erie.

Mr. J. W. Dawson of St. Paul, Wise county, Virginia, informs the Manufacturers' Record "that the Lick Creek & Lake Erie Railroad Co. has now been chartered by the Virginia legislature, the company having perfected its organization on March 26 by the election of the following officers: Stilson Hutchins of Washington, D. C., president; W. J. Dauh, Washington, D. C., secretary, and J. W. Dawson of Charleston, W. Va., general manager.

"The construction of this road has begun, with a large force of men working on grade near St. Paul, Va., in Wise county, where it connects with the Clinch Valley division of the Norfolk & Western Railroad, and the intention is to extend it northwest up the valley of Lick creek to the coal fields in Big Sandy mountain, and in the counties of Wise, Dickenson and Russell, Virginia, said Big Sandy mountain being the water-shed dividing the waters of Clinch river from those of Big Sandy river.

"The construction of this road will develop one of the richest and most valuable coal fields in the United States, a very large acreage of which is at this time owned by the principal stockholders of the Lick Creek & Lake Erie Railroad Co. The exact mileage to be constructed at this time has not yet been determined, but will be later on in the summer, and it is expected that trains will be running on a portion of it at least by July 1."

Montgomery's New Railway.

W. F. Vandiver of Montgomery, Ala., in replying to an inquiry, writes to the Manufacturers' Record that J. G. White & Co. of New York have charge of the building and equipment of the proposed new street railway in Montgomery, and are also taking care of the financial side of the enterprise. The report that Emerson McMillin & Co. were financing the enterprise is incorrect.

According to reports from Montgomery, it is probable that the new company will be incorporated as the Capital City Traction Co. Besides Mr. Vandiver, Col. Barry L. Holt is interested in the railway, which, in addition to constructing its line, proposes to build a suburban resort at Pickett Springs. It is expected that work will soon begin, and that the line to the Springs will be the first built. S. G. Averell of the firm of J. G. White & Co. is to begin the preliminary work for the enterprise. W. H. Ragland of Little Rock, Ark., is also interested in the company. The Montgomery Advertiser says that the new corporation has contracted for power with the Montgomery Light & Power Co., of which Mr. Vandiver is president, and additional machinery has been ordered to provide electricity for the railway.

'Frisco's Extensive Plans.

President B. F. Yoakum of the St. Louis & San Francisco Railroad is quoted in a dispatch from Fort Worth, Texas, as stating that the 'Frisco line will be extended from Brownwood to Brady, Texas, the work to begin probably within two weeks. Thomas F. West, counsel for the company in Texas, is quoted as saying that the St. Louis & San Francisco will have an extension from Birmingham to Savannah, that being part of a plan under consideration by the 'Frisco system for having a transcontinental road from ocean to ocean, as it is contemplated to build an extension from Vernon, Texas, through to Los Angeles, Cal.

Mr. B. Z. Winchell, general manager of the 'Frisco, informs the Manufacturers' Record that it is reasonably certain that the extension from Brownwood to Brady will be made in the near future.

Central of Alabama.

Mr. John Carlisle of Cincinnati, president of the Central Railroad of Alabama, writes to the Manufacturers' Record saying that engineers are now in the field locating the line, and that in May the company may be able to let the contracts.

A dispatch from Decatur, Ala., says that the engineers are at work on the route to Jasper, and have made a survey for a terminal in Decatur. It is also reported that some grading work will be done immediately. A further statement is made that the line will be extended to New Orleans, and that a connection will be made with the Middle Tennessee & Alabama road, now completed to Lax, Ala., within fourteen miles of Decatur, which will give a through route from New Orleans to Nashville. New York and Cincinnati capitalists are said to be interested.

A Railway and a Resort.

C. B. Eames of St. Louis, president of the Interurban Railway & Power Co. of Hot Springs, Ark., informs the Manufacturers' Record that it is the intention of the company to build a dam on the Ouachita river to develop power for operating an electric railroad from Hot Springs to the dam, a distance of nearly five miles. It is further proposed to establish an excursion resort at the dam and to manufacture electricity for lighting and power, as well as for operating the road. Mr. Eames adds: "Hot Springs is rapidly increasing in popularity and population, and we think the time ripe for a movement of this kind."

A Virginia Electric Road.

The Virginia Passenger & Power Co. of Richmond, which has purchased the Mechanicsville turnpike, leading to Cold Harbor and other battlefields in that vicinity, proposes to build a line through the territory, opening for traffic the trucking region in Hanover county. The line will extend through Chickahominy swamp. The company has also secured control of the Brook turnpike. Among those interested are Joseph Wallerstein, T. William Pemberton, John Adam, J. Stanton Moore, Milton E. Marcuse and Allen G. Collins.

Big Extension in Texas.

An amendment to the charter of the Chicago, Rock Island & Texas Railway Co. has been filed at Austin, Texas, providing for an extension of the line from Fort Worth to Galveston, a distance of 295 miles. The route to be followed is via Dallas, Corsicana, Centerville, Madisonville and Houston. Several surveying parties are already in the field locating the line, and the Texas counsel for the company is quoted as stating that construction will begin immediately. It is further said that it is the intention of the Rock Island to ultimately extend its lines to New Orleans via Beaumont.

Advices from Jacksboro, Texas, say that M. S. Parker and P. Cassidy, contractors, have begun work on the extension of the Rock Island from Jacksboro to Graham.

New Southern Lines in 1901.

The Railway Age says that track was laid during 1901 for railroads in various States as follows: Alabama, 113 miles; Arkansas, 149 miles; Florida, 86 miles; Georgia, 227 miles; Indian Territory, 146 miles; Kentucky, 44 miles; Louisiana, 161 miles; Maryland, 26 miles; Mississippi, 105 miles; Missouri, 193 miles; North Carolina, 77 miles; Oklahoma Territory, 428 miles; South Carolina, 57 miles; Tennessee, 125 miles; Texas, 589 miles; Virginia, 29 miles; West Virginia, 120 miles—making a total of 2675 miles. The Age also says that there are now in the South Atlantic States under contract for construction 1135 miles of railroad, in the Gulf and Mississippi Valley States 732 miles, in the Southwestern States 3733 miles.

Washington & Northern.

Mr. C. E. Smith, representing the Washington & Northern Railroad, writes to the Manufacturers' Record from Washington, Ga., in reply to an inquiry as follows: "The road will be built by Eastern capitalists. Application has been made for a charter, and this will be granted May 1. The line is to run from Washington, in Wilkes county, to Elberton, in Elbert county; capital stock, $500,000; length, thirty miles. Surveying will commence about May 15, and grading will follow immediately."

Extension to Cape Henry.

Mr. M. K. King, general manager of the Norfolk & Southern Railroad Co., writes to the Manufacturers' Record: "This company intends to extend its Virginia Beach division to Cape Henry lighthouse as soon as the necessary material can be accumulated for the purpose and the grading done. The extension will be between six and seven miles, and the object in making it is to meet what seems to be a demand of some considerable extent for facilities to reach Cape Henry as a place of resort."

Railroad Notes.

Tracklaying is in progress on the electric street railway at Greensboro, N. C.

Work on the extension of the Texas Central Railroad from Ross to Waco has begun.

The new water-works of the Missouri, Kansas & Texas Railway at Denison, Texas, have been completed.

Preliminary plans are being drawn for the proposed new union passenger station at Kansas City. The site has not yet been selected.

The Southern Pacific Company has applied to the dock board at New Orleans for an additional berth for ships at the Cromwell Line wharf in that city.

The operation of the new car shops of the Southern Railway Co. at Sheffield, Ala., is expected to begin June 1, with a force of between 200 and 250 men.

The work of laying rails for the Kansas City, Mexico & Orient Railroad has begun east of Chihuahua, Mexico. Considerable grading on the line has been done.

The International & Great Northern Railway is to build a steel bridge across the Colorado river at Austin, Texas, to succeed the present structure, which is too light for the heaviest equipment.

A dispatch from Augusta, Ga., says that the contract for the new union depot there has been awarded to T. O. Brown of Augusta. The cost will be about $150,000, and the work is to begin immediately.

The Southern Pacific Terminal Co. proposes to build a power-house at Galveston, Texas, and reconstruct its piers there to expedite traffic for its proposed steamship service between Galveston and New York.

The Memphis Car Service Association reports for February the receipt of 16,012 carloads of freight, an increase of 2480 cars over the corresponding month for last year.

E. H. R. Green, president of the Texas Midland Railroad, informs the Manufacturers' Record that the report that the road will be extended to San Antonio is without foundation.

According to reports from Atlanta, the Southern Railway is making improvements in its line between that city and Washington to effect a material reduction in the running time of passenger trains. Grades are being reduced and curves taken out.

W. J. Murphy, general manager of the Cincinnati, New Orleans & Texas Pacific Railway, writes to the Manufacturers' Record that there is nothing in the statement that the Queen & Crescent Route is to build a $100,000 freight depot at Meridian, Miss.

The Baltimore & Ohio Railroad Co. is preparing to make extensive improvements in its yards at Keyser, W. Va. This improvement will require some time to complete, and it will probably not be put in use until after the cut-off at Pinto, immediately south of Cumberland, is finished.

The Richmond (Va.) Locomotive Works, according to a dispatch from that city, is busy with orders for twenty-four engines for the Norfolk & Western, about thirty for the Northern Pacific, fifteen for the Pennsylvania, twenty for the Chesapeake & Ohio, and about forty for the Baltimore & Ohio Railroad.

The bondholders' committee of the Nashville Railway Co. has decided to make extensions and other improvements necessary to properly develop the railway system in Nashville. The committee is composed of John B. Ramsay, Frederick M. Colston, John N. Steele and W. C. Seddon of Baltimore, and R. Lancaster Williams of Richmond.

The Charleston, Summerville & Suburban Railway Co. has applied to the city council at Charleston, S. C., for a franchise to operate an electric railway in that city paralleling the route of the Consolidated. Robert Evans, J. W. Simons, J. J. O'Connell and Jonathan Lucas of Charleston, and Harlan Page of Philadelphia, Pa., are interested.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

SOUTHERN MILL ADDITIONS.

New Spindles and Looms in the Past Three Months.

During the three months ended March 31 there has been a notable activity in plans for additions to the spindle equipment of Southern mills. The greater number of these additions is for established mills. During the three months sixteen new mills were reported, with 42,500 spindles and 850 looms, representing an investment of about $850,000. In the same period fifteen established mills announced additions of 79,384 spindles and 1628 looms, representing an investment of $1,587,680. The aggregate additions have been 121,884 spindles and 2478 looms, and the aggregate investment $2,437,680.

Notable among the textile undertakings in the South is the $200,000 plant now building at Gaffney, S. C., the first in the South to treat cotton cloths in all the processes of bleaching, dyeing, mercerizing and printing in one plant. Another undertaking in which $20,000 has been invested is to make waterproof and heat-proof such cotton cloths as are used in manufacturing coats, gun cases, pads, etc.

The additions by States of spindles and looms during the three months follows:

Name.	Location.	Spindles.	Looms.
Alabama.			
*Ellawhite Cotton Mills	Uniontown	5,000	...
Robert Lucas, Manager	Anniston	....	...
*Eastern Mfg. Co. (doubling $50,000 weaving and dyeing plant)	Huntsville	....	...
*Lowe Mfg. Co.	Huntsville	12,500	...
1 new mill.		—	—
		17,500	...
Arkansas.			
*Premier Cotton Mills	Helena	5,000	...
Georgia.			
*Columbus Mfg. Co.	Columbus	7,500	...
Milstead Mfg. Co.	Conyers	10,000	...
Tallapoosa Cotton Mills Co.	Tallapoosa	5,000	...
Douglas Boyd et al.	Griffin	10,000	300
Waycross Cotton Mills Co.	Waycross	2,500	...
4 new mills.		—	—
		35,000	300
Kentucky.			
Paducah Textile Co. ($20,000 capital)	Paducah	....	...
1 new mill.			
Maryland.			
Hagerstown Silk Co. ($9000 capital)	Hagerstown	....	...
1 new mill.			
Mississippi.			
*Meridian Cotton Mills ($40,000 for new mchy.)	Meridian	....	...
Textile Novelty Co.	Starkville	....	24
1 new mill.			
North Carolina.			
*Great Falls Mfg. Co. ($50,000 improvements)	Rockingham	....	...
*Leak, Wall & McRae	Rockingham	....	300
Wm. Whittam Textile Co. ($20,000 plant)	Asheville	....	100
*Anchor Mills	Huntersville	....	140
*Cooleemee Cotton Mills	Cooleemee	5,000	168
*Roberdel Mfg. Co.	Rockingham	6,384	300
Claremont Cotton Mills ($75,000 capital)	Claremont	....	...
2 new mills.		—	—
		11,384	1,008
South Carolina.			
*De Kalb Cotton Mills	Camden	5,000	100
H. D. Wheat et al. ($200,000 finishing plant)	Gaffney	....	...
Glenwood Cotton Mills	Easley	10,000	300
H. C. Townsend ($25,000 twine mill)	Anderson	....	...
R. T. Fewell (batting mill)	Rock Hill	....	...
*Belton Mills	Belton	27,000	300
Lydia Cotton Mills	Clinton	5,000	150
*Colleton Cotton Mills	Walterboro	....	140
4 new mills.		—	—
		47,000	990
Tennessee.			
Eagle Cotton Mills (rebuilding after fire)	Lawrenceburg	4,000	...
*Jackson Fiber Co.	Jackson	6,000	180
		—	—
		10,000	180
Texas.			
Ajax Textile Co. ($50,000 capital)	Weatherford	....	...
1 new mill.			
Virginia.			
Radford Woolen Mfg. Co.	Radford	....	...
1 new mill.			
16 new mills		42,500	850
15 established mills		79,384	1,628
Grand total		121,884	2,478

Estimated aggregate cost, $2,437,680.

*Established mills enlarging.

Southern Spinners at Charleston.

[Special Cor. Manufacturers' Record.]

Charlotte, N. C., April 1.

At a recent meeting of the board of governors of the Southern Cotton Spinners' Association in Charlotte, N. C., plans were made for the sixth annual convention of the association at Charleston, S. C., on May 8 and 9. The committee on arrangements, composed of Messrs. Geo. B. Hiss, chairman; R. S. Reinhardt and E. A. Smith, and Dr. John H. McAden, president, and C. B. Bryant, secretary and treasurer, as ex-officio members, has selected subjects and speakers for the convention. Several of the speeches will be along practical lines compatible with the textile industries, and by men who have become prominent by their actual practical experience in special lines of cotton manufacture. The consensus of opinion of the committee tends toward one day of business meetings and addresses as far as possible, thus allowing the second day for the examination of the exposition. The outlook is most flattering for the largest representation of spindles and capital ever collected in any one assembly or at any one time in the South.

The Charleston Exposition adds a peculiar attraction at this time, as special attention has been directed to the machinery and textile exhibits, and these, with the very strong program being prepared by the committee, causes the management to feel well assured of a very largely-attended and beneficial convention.

Lydia Cotton Mills.

The Lydia Cotton Mills of Clinton, S. C., has been organized, with capital stock of $100,000, and will erect a plant to spin and weave fancy dobby goods. Its equipment will include 5000 spindles, 150 looms and the necessary accompanying machinery. All the machinery, with the exception of carding and spinning, has been ordered, and Stuart W. Cramer of Charlotte, N. C., is architect in charge of building and equipping mill. The balance of the machinery will be needed. Building will be done by day labor. M. S. Bailey is president, and C. M. Bailey, secretary-treasurer.

Last week it was announced that the Clinton Cotton Mills intended to build a mill of the above equipment, but that was an error, as the Lydia company will erect the plant. The error was due to the fact that M. S. Bailey is president of both companies.

Mill to Spin Fine Yarns.

Progress of the Southern cotton mills towards finer production is seen in the announcement made to the Manufacturers' Record by the Coosa Manufacturing Co. of Piedmont, Ala. This company's secretary, J. W. Hawke, states that it will build a second mill besides its present plant of 15,408 spindles. The new plant will have an equipment of 10,080 spinning spindles and 4840 twisting spindles, and will spin fine yarns from long-staple cotton. The cardroom machinery and the spinning and twisting frames have been ordered from manufacturers. Plans and specifications will be prepared at once for the buildings, and construction will be begun as soon as the weather will permit. Probably $100,000 will be the investment. A. G. Thacher of Wilmington, Del., is president of the company.

The $400,000 Denim Mill Ensured.

Mention was made last week of the report stating that Messrs. Moses H. Cone and Caesar Cone of Greensboro, N. C., were negotiating for water-power near Roanoke Rapids, N. C., with a view of erecting a 2000-loom denim mill there. Mr. Moses H. Cone writes the Manufacturers' Record confirming the report, and further states that he and associates are negotiating for the Roanoke Rapids Power Co., and will undoubtedly erect a cotton-denim mill of 60,000 spindles. However, the exact location of the plant has not been determined, yet it is quite possible it will be built near Roanoke Rapids.

The Messrs. Cone control a $200,000 company at Greensboro that operates 18,000 spindles and 1000 looms in the production of cotton denims.

Additional 50,000-Spindle Mill.

The reports that have been current regarding extensive enlargements of the Massachusetts Mills in Georgia at Lindale, Ga., are fully confirmed by W. S. Southworth, agent of the Massachusetts Cotton Mills of Lowell, Mass. Mr. Southworth writes the Manufacturers' Record that the Lowell corporation has purchased the holdings of the Lindale company, and will increase the capacity of the Lindale plant by the erection of an additional mill of 50,000 spindles. This new plant will cost about $1,000,000, and the capital of the Lindale Mill will be increased from $1,000,000 to $2,000,000 in order to provide the funds to be expended. Subscriptions are now being received to this increase. No plans have been prepared as yet, but will be in the near future.

New England Manufacturers.

The annual meeting of the New England Cotton Manufacturers' Association will be held at Boston, April 23-24. Papers are expected on brick factory chimneys, methods of cotton textile instruction, supervision of mills, bleaching, working of Egyptian cotton, friction due to spindle bands, thread boards and guides for wet spinning, Japanese cotton mills, flyers, the abuse of oils in cotton mills, combing cotton, weighting of top rolls, viscose, hydraulic compression of air, knots and knot tying, electric-driven cotton mills, a new method of incandescent lighting, and metallic threadboards for spinning-frames.

Textile Notes.

Winona (Miss.) Cotton Mills has increased capital stock $25,000; capitalization was $125,000.

W. K. Carlisle is interested in forming the cotton-mill company lately noted as proposed at Chappell Hill, Texas.

Belton (S. C.) Mills will increase capital from $600,000 to $1,000,000 in order to provide for the doubling of plant announced last week.

J. D. Kennedy of Mammoth Springs, Ark., is endeavoring to organize a company for the erection of a cotton factory at Pine Bluff, Ark.

Messrs. T. T. Todd, E. R. Adams, R. A. Beeland and J. B. Stanley of Greenville, Ala., are endeavoring to organize a company to build cotton factory.

Cuero (Texas) Cotton Mill has increased capital from $75,000 to $100,000. This company recently completed its plant of 2496 ring spindles and 160 looms.

Richmond Hosiery Mills of Rossville, Ga., have engaged Adams & Bearden of Chattanooga, Tenn., as architects for its $10,000 worth of improvements mentioned last week.

David J. Bailey, mayor of Griffin, Ga., is in receipt of a proposition from a knitting manufacturer to locate a plant in Griffin, provided site is donated, together with water supply for dyeing purposes.

The Board of Trade at Norfolk, Va., has correspondence from a Lowell (Mass.) party proposing to build a 500-loom cotton mill in the South. It is said the mill company has just organized, and now seeks a site for its plant.

"Cotton" of Manchester announces the sailing for America in April of a committee representing the North and Northeast Lancashire Cotton Spinners and Manufacturers' Association to study the latest improvements in textile machinery.

Capps Cotton Mills of Toccoa, Ga., has issued $20,000 worth of ten-year 6 per cent. gold bonds. It is understood that the funds so obtained will be expended to install sufficient looms to work up the product of the 2080 spindles now in operation.

Messrs. H. F. B. Booth and E. G. Ottley of Cedartown, Ga., will establish a $25,000 knitting mill for the production of underwear for men's use. They have not yet selected a site for the plant, but expect to receive several acres to ensure location at Cedartown.

Avondale Mills Co. of Birmingham, Ala., held its annual stockholders' meeting last week. Report of the management was entirely satisfactory. During the year 6000 spindles and twenty-two looms were added, increasing equipment to 39,000 spindles and 1174 looms.

Oklahoma City (O. T.) Woolen Mills, reported at length last week, will not sell piece goods in the market, but will manufacture its product into garments. Contracts for buildings and machinery for this $50,000 enterprise have all been signed. John Threadgill is president.

QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago, April 1.

No. 10s-1 and 12s-1 warps	14½@—
No. 14s-1 warps	15 @—
No. 16s-1 warps	15½@—
No. 20s-1 warps	15½@16
No. 22s-1 warps	15½@16
No. 26s-1 warps	16 @16½
No. 6s to 10s bunch yarn	13¾@14
No. 12s-1	14¼@14½
No. 14s-1	14½@—
No. 16s-1	15 @—
No. 20s-1	15½@—
No. 22s-1	15½@16
No. 26s-1	16 @—
No. 8s-2 ply soft yarn	14½@—
No. 10s-2 ply soft yarn	15 @—
No. 8s-2 ply hard	14 @—
No. 10s-2 ply hard	14½@—
No. 12s-2 ply hard	15 @—
No. 14s-2 ply	15 @—

No. 16s-2 ply	15½@—
No. 20s-2 ply	16 @—
No. 24s-2 ply	17 @—
No. 26s-2 ply	17½@—
No. 30s-2 ply yarn	18 @—
No. 40s-2 ply	22½@—
No. 8s-3, 4 and 5 ply	14 @—
No. 20s-2 ply chain warps	16½@—
No. 24s-2 ply chain warps	17½@—
No. 26s-2 ply chain warps	17½@18
No. 30s-2 ply chain warps	18 @18½
No. 16s-3 ply hard twist	15½@—
No. 20s-3 ply hard twist	16 @16½
No. 26s-3 ply hard twist	17½@—

Market quiet, but firm.

Cottonseed-Oil Notes.

The subscriptions for the Gloster Oil Mill at Gloster, Miss., closed on the 26th ult. The capital stock of the company is $45,000.

The stockholders of the Smithville Oil Mill Co. of Smithville, Texas, at their annual meeting last week declared a dividend of 25 per cent. Officers for the ensuing year were elected.

It is stated that the American Cotton Oil Co. is to put in one of its largest oil mills at Chickasha, I. T. Work on the plant has already commenced. Chickasha will be made the distributing point of the company for the Indian Territory.

The following quotations for cottonseed products were current at Houston, Texas, on the 1st inst.: Prime crude oil, loose, 32½ cents, and prime summer yellow, 35½ cents; linters, 2 to 2½ cents, all f. o. b. mill at interior points; prime cottonseed meal $26, and cake $25.50 f. o. b. Galveston.

The cottonseed-oil mill at Shuluta, Miss., with a capital subscribed of $28,950, held a meeting last week and elected the following officers: S. H. Floyd, president, and W. L. Weems, vice-president and treasurer; directors, S. H. Floyd, W. L. Weems, D. W. Heidleburg, W. H. Patton, W. O. McNeill, J. N. Shirley and George S. Weems.

At a meeting held last week at Carrollton, Miss., a temporary organization of the Carrollton Oil & Manufacturing Co. was effected. The following officers were elected: J. R. Bingham, president; W. D. Kimbrough, secretary, and W. H. Neill, treasurer. The promoters of the enterprise for the erection of a cottonseed mill reported that $30,000 of the capital stock of $35,000 had been taken.

At a meeting of the stockholders of the Plano Cottonseed Oil Co. of Plano, Texas, the following directors were elected: T. C. Jasper, J. H. Bowman, R. L. Stephens, J. M. Willis, H. W. Hays and L. W. Neil. The capital stock of the company is $35,000, and nearly all the stock was taken by home people. A 40-ton mill, with two presses, will be built and put in operation in time for next season's crop.

It is stated that the Carroll Oil & Ice Co. of Lake Providence, La., has contracted with the Van Winkle Company of Atlanta, Ga., for the machinery of a 60-ton cottonseed-oil mill for $42,000. The machinery will be sufficient to increase the capacity of the mill to 100 tons if necessary. The company has also made contracts for 600,000 bricks to build the oil mill. The entire plant is expected to be ready for fall business.

The following are the official quotations of cotton and cottonseed products as posted at the New Orleans Cotton Exchange on the 31st ult.: Prime refined oil in barrels, per gallon, 40½ cents; off refined oil in barrels, per gallon, 39½ cents; prime crude oil, loose, per gallon, 34 cents; prime cottonseed cake, per ton of 2240 pounds, $24.50; prime cottonseed meal, per ton of 2240 pounds, $26; soap stock, per barrel, $1.25; linters—A, per pound, 3⅝ cents; B, 3⅛ cents; C, 2⅞ cents; cottonseed in sacks delivered at New Orleans, per ton of 2000 pounds, $16; in bulk delivered at New Orleans, per ton of 2000 pounds, $15.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., April 2.

As the season progresses the indications for a substantial improvement in the local lumber market are now strongly in evidence in many departments. Receipts of lumber are more liberal, and the wants of builders, box men and others are more easily supplied. Of the various woods traded in, North Carolina pine shows unusual strength, and both here and in Norfolk the prices realized are from 50 cents to $2 per 1000 feet above the current list of values. The probability is that a further advance may be ordered by the association in the next thirty days. White pine is also showing a firm front, and the demand is steady, with stocks not large. Georgia pine and cypress are showing more activity, and values steady. With regard to the local demand from builders, boxmakers and others, the volume of business has been of fair proportions, and with stocks more liberal and better assorted, considerable business will be developed. Poplar is as active and firm as it has been for the past year, and at milling points stocks are being well sold up at advancing figures. The hardwood trade is fairly active and the outlook encouraging for considerable business in a local way. Oak and ash are in good demand, and prices steady. During the past week there has been a good inquiry from wagon shops, car-builders and other woodworking concerns. The foreign export trade in hardwoods is quiet.

Charleston.

[From our own Correspondent.]
Charleston, W. Va., March 31.

The present outlook for lumber and timber, both here and in all sections of the State, is very encouraging to those engaged in the industry. The severe winter just closed has seriously restricted operations in many instances, causing many of the mills in the interior, as well as those on the waterways, to shut down for weeks together. At the moment, however, everything seems to be taking on new life, and all, or nearly all, the mills are now running. Stocks of lumber under these conditions have been depleted, and dry stock especially is very scarce. The demand for yellow pine and hardwoods is brisk, and buyers are plentiful, all anxious to secure prompt delivery and paying prices that rule in the open market. Logs by river are in light receipt, and those that arrive are quickly taken by millmen. Hemlock logs in rafts are worth $8 per thousand, and poplar and oak from $16.50 to $21, as to size and quality. Poplar lumber seems to retain its popularity, and the demand is urgent, mills being unable to fill orders. No. 1 six-inch bevel siding is firm at $17 to $18, and No. 2 at $15 to $15.50. Regular 4x4 poplar firsts and seconds are firmly held at $35; 4x4 choice wide stock, 20-inch and up, is worth $40 per 1000 feet; white oak car stock is worth $17 per thousand, and export oak cut into car sets brings $21 if free of hearts. The increased demand for coal and timber lands in all sections of West Virginia is a notable feature. Lumbermen are buying freely of desirable timber tracts, and at once proceed to rapidly develop them. New saw-mill plants modern in equipment are being established in many sections, and with climatic conditions favorable during the spring and summer the output will be greatly increased over that of last year. The Pennsylvania Collieries Co. of this city was chartered last week for the purpose of doing a lumber and coal business. The capital stock is $500,000, of which $5000 has been subscribed. The incorporators are H. S. Acres, Frederick W. Foedesch, J. S. Stephens, Jr., W. H. Ramsey of Philadelphia and George E. Rice of Charleston, W. Va.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., March 31.

The past week has been one of great activity among millmen in this section, and the conditions now prevailing in the various avenues of the lumber industry are most satisfactory. The reports from the various milling sections in Virginia and Eastern Carolina are much more favorable; mills are doing better work, and under good weather conditions the output will be increased; in fact, at all the North Carolina pine mills stocks are in much better shape, and orders are being filled more readily. Expert millmen predict a good substantial trade during the present year, while prices are likely to continue very steady. The present price-list as compiled by the North Carolina Pine Association is said to be firm throughout, values on all grades being well maintained. The demand does not seem to show any falling off; on the other hand, some mills have more business than they can handle. There is also a good local demand from builders and others which calls for large quantities of material. In hardwoods there is a fair volume of trade reported, and the indications point to greater activity later on. The foreign export trade in lumber from this port continues light, dealers and manufacturers being absorbed in a healthy domestic business. Lumber rates for desirable tonnage continues steady, with a fair offering of vessels. Charters last week were two schooners, 210 and 272 tons, from Norfolk to New York with lumber at $2.40; schooner E. H. Naylor, 224 tons, from Suffolk to New York at $2.52, and two schooners, 308 and 464 tons, from Claremont to New York at $2.50 for dry and $2.75 for green lumber.

Savannah.

[From our own Correspondent.]
Savannah, Ga., March 31.

The movement in all wood products in this section is active, and the general lumber market in good shape. The demand is healthy, and prices are generally very steady throughout the regular list as scheduled by the Georgia Saw-Mill Association. Recent heavy rains have interfered somewhat with logging operations, and a number of mills have been shut down temporarily. The output, however, is expected to increase, as many mills are putting on extra hands, and some have double forces running day and night. Prices f. o. b. Savannah are about as follows: Minimum easy size yard stock, $14.50 to $15; car sills, $15 to $15.50; ship stock, $23. The market for crossties is very brisk, there being a good demand from several railroads which have contracts for regular deliveries. Sawn ties are quoted at $11.50 per 1000 feet, and hewn ties (7x9x8½), 38 cents each. About 3,500,000 feet of lumber left this port last week for coastwise ports. The movement at Brunswick is strong, and prices all along the line are firm. From the number of vessels in port of Brunswick at present and those due to arrive, shipments during April are expected to be very heavy. The foreign trade is assuming some of its old form, and the business at the moment is of good volume. The Spanish business is good, and from Cuba and other West India islands there is a good inquiry. Crossties are being freely shipped to Cuba and other points, and the tie industry generally is active. Lumber freights from this and nearby ports are steady, with no material change in rates. Among the charters last week were the schooner H. P. Simpson, 1178 tons, from Brunswick to Philadelphia with ties at 15 cents; a schooner from Brunswick to Santiago with ties at 18½ cents; schooner J. Manchester Haines, 683 tons, from Brunswick to New York with lumber at $5.25, and schooned Arthur McArdle, 768 tons, from Fernandina to Philadelphia with lumber at $5.

Mobile.

[From our own Correspondent.]
Mobile, Ala., March 31.

During the week under review the volume of transactions in the timber and lumber market have been liberal, and the demand fairly active. The quotations for sawn timber are firm at 14½ to 15½ cents per cubic foot. Receipts of sawn timber continue light, owing to the high rivers, and stocks are being gradually reduced, so that in a local way they are under 10,000 pieces. Hewn timber is also firm at 15 to 16 cents per cubic foot, with contracts made at 15½ to 16½ cents. During the past week the steamer Valetta for England cleared with 135,360 cubic feet of sawn timber; steamer Cairnsia for France with 46,778 cubic feet of sawn timber and 2894 cubic feet of hewn timber; steamer Valetta also took 30,084 cubic feet for Amsterdam. The demand for pine saw logs is active, and prices firm at $6 to $9 per 1000 feet. Cypress logs are quoted 8½ to 15 cents per cubic foot, poplar logs $6 to $8 per 1000 feet, oak $8 to $12, and cottonwood $4 to $5 per 1000 feet. The lumber market is in good shape, and the demand urgent. Orders are coming in thick and fast, and inquiries now far exceed the output. All the mills here and at points along the Gulf coast find difficulty in filling orders on account of the bad weather prevailing. There is a good South American and Cuban business, while the coastwise demand is liberal. There is an excellent trade in crossties, one order being recently filed for 140,000 oak ties to go to European ports. The mahogany trade of this port is becoming an item of considerable importance. One firm in this city has twelve sailing vessels engaged in the pitch-pine-timber business out of this port for Cuban ports, a number of them bringing return cargoes of mahogany logs. Cedar slabs to be used in the manufacture of cigar boxes are now imported from Cuba, and this, as well as the mahogany, is mostly shipped to Cincinnati, Ohio. The shipments of lumber last week from this port aggregated nearly 3,000,000 feet, and for the season 55,431,786 feet, against 61,938,117 feet last year. Lumber and timber freights rule steady, with a liberal offering of tonnage. Charters reported for the week are as follows: Steamer Jacob Bright, 1734 tons, from the Gulf to Holland with timber on private terms, May; schooner Helen E. Kenney, 294 tons, from Pascagoula, Miss., to Havana with lumber at $6.50, and British steamer Conway, 2501 tons, from the Gulf to United Kingdom or Continent with timber on private terms.

Lumber Notes.

The Norwegian bark Cjarfield arrived last week at Port Arthur, Texas, from Port Natal, Africa. She will load with pitch-pine lumber for the United Kingdom.

It is stated that stock has been subscribed for the immediate erection of sash and blind works at Gulfport, Miss. Machinery for the plant has also been ordered.

The entrances and clearances last week from Jacksonville, Fla., were larger than

usual. Shipments of yellow-pine lumber coastwise amounted to 2,740,512 feet, yellow-pine lumber foreign 641,795 feet, and cypress lumber 350,000 feet.

The old Roesch shingle mill at Wilmington, N. C., has been purchased by C. M. Betts & Co. of Philadelphia, Pa., who will put it in operation at its full capacity at once. Mr. Henry R. Savage of Wilmington has been appointed general manager of the business.

The Simpson, Webb & Cornish Furniture Co. of Little Rock, Ark., has been incorporated with a capital stock of $30,000. The officers of the company are: J. M. Simpson, president; J. C. Cornish, vice-president and treasurer, and W. W. Webb, secretary.

Mr. C. K. Mount of Bristol, Va., is establishing a lumber mill at Rutledge, East Tennessee, that will have a daily capacity of 30,000 feet. He will cut the timber from 8000 acres in Grainger county. The plant will include a planing mill, dry-kilns, etc.

Mr. R. C. Dunn, president of the Eagle Stave Co. of Cridersville, Ohio, visited Mobile, Ala., last week, and contemplates locating in that city a large stave and heading plant which will employ 100 hands. He expects to have the plant located and in operation in ninety days.

The Lee Manufacturing Co. of Thomasville, N. C., has been chartered for the purpose of dealing in lumber and building material. The capital stock is $25,000, with $5000 subscribed. The incorporators are J. H. Lambeth, J. H. Mack, J. W. Lambeth, J. L. Armfield, F. S. Lambeth and E. C. Smith.

The lumbermen of Nashville, Tenn., have determined to organize a mutual insurance association in order to escape the excessive rates of the foreign fire companies. There are about twenty-five different plants in that city, representing an investment of $1,250,000, which will likely join the association.

Fire at the C. L. Ritter Lumber Co.'s plant on Buffalo creek, four miles from Clay Courthouse, on the 26th ult. destroyed the dry-kiln and contents and lumber in the yards aggregating over 30,000 or 40,000 feet. The loss, which is heavy, was partly insured. The plant was one of the largest in the State.

Mr. W. B. King of Rock Island, Ill., purchased last week from Mr. W. T. O'Conner of Houston, Texas, 15,000 acres of pine timber land, situated in Montgomery county, Texas. The price paid for it was $5 per acre. There is at present a small mill located on the tract, which will be remodeled and enlarged.

Mr. C. K. Mount of Morristown, Tenn., is preparing to start a big lumber industry near Rutledge, Tenn., on the Knoxville & Bristol road. This company has purchased a large tract of timber land, and will erect a large band-saw mill at once for cutting it. A planing mill for dressing the lumber will also be erected.

The timber on the Wetherell tract of 4500 acres on Elk river, West Virginia, has been sold to the Clay Lumber Co. and the Leatherwood Lumber Co., both large operators in Clay county. The Wetherell tract is part of the great Cameron and Brockerhoff tract of 91,000 acres, and is heavily timbered with poplar, oak, ash and other hardwoods.

Mr. W. H. Sykes of Homestead, Pa., has closed a deal for the purchase of 25,000 acres of coal and timber land in Virginia near the West Virginia line, involving an expenditure of about $500,000. Mr. Sykes represents a syndicate of Eastern capitalists. As soon as a railroad, which is now projected, taps the property, the timber and coal will be developed.

The Lawrenceville Woodworking Co. of Lawrenceville, Va., has been organized with a capital stock of $20,000, all subscribed. The company proposes to manufacture sash, blinds and doors and all kinds of building material. The officers of the company are: W. S. Thomas, president; L. H. Raney, general manager, and R. E. Jarrett, secretary and treasurer.

Operations along the Clinch river in East Tennessee have given a boom to the price of logs, and owners of timber in the Clinch valley are working vigorously. It is estimated that the mills now being operated in the valley section are turning out over 500,000 feet of shipping lumber every week. Southern buyers are getting most of the hardwood lumber ready for shipment.

The stockholders of the Pearl River Lumber Co. of Brookhaven, Miss., held their annual meeting on the 26th ult. and elected the following officers for the ensuing year: A. E. Martin, president; D. J. Batcheldor, Jr., vice-president and general manager; S. E. Martin, secretary and treasurer. The Pearl River Lumber Co. is one of the largest in the South, the daily cut being about 225,000 feet.

It is stated that the St. Louis Cypress Co. of St. Louis, Mo., will open offices in New Orleans, and as soon after as a site can be selected a lumber yard will be established. The St. Louis Cypress Co. owns valuable timber land in Louisiana, which will be developed as soon as arrangements can be made. A mill will be erected and all appliance for manufacturing lumber will be installed.

The Ayr & Lord Tie Co., an Illinois concern, has purchased a tract of land at Grenada, Miss., for $5000, on which the company will erect a timber plant, to be completed by next fall. The investment will ultimately aggregate $75,000, and the works will cover 400 acres when in full operation. The Ayr & Lord Tie Co. is one of the largest tie companies in the country. It has contracts with several railroads which demand the delivery of 800,000 ties per month.

At Pascagoula, Miss., the movement in lumber shipments is now greater than at any time during the year. At Horn Island anchorage grounds last week the following vessels were loading: Steamships Onslow, 2,000,000 feet; Salopia, 1,800,000 feet; schooner Annie, 600,000 feet; schooner Blomidon, 500,000 feet; schooner Madeline Cooney, 600,000 feet, and bark Elma, 550,000 feet, and other vessels loading over 2,000,000 feet, making a total of over 8,000,000 feet.

Effects of Round Baling.

Wherever round and square-bale ginners compete for seed-cotton the cotton raiser gets the top of the market for his cotton. This has stimulated trade to such an extent in communities enjoying the competition of the two plants that communities without the round-bale ginneries are offering bonuses in order to get them. Wherever the farmer can get the most money for his cotton is where he will sell it, and where he sells it is where he is mighty apt to spend some of his money.—Dallas Ginner and Miller.

The Standard Chemical & Oil Co., recently organized at Troy, Ala., has commenced work upon its new fertilizer plant. The company will manufacture fertilizers, cottonseed oil, soap, etc. Work on the plant will be pushed in order to have it in operation by September 1. The company's capital stock is $150,000, and the officers are Fox Henderson, president; O. C. Wiley, vice-president and general manager, and J. C. Henderson, secretary and treasurer.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., April 2.

The local phosphate market continues to show a very steady tone, with the offerings moderate. Fertilizer men are not purchasing in large lots. The only charters reported for the week were schooners Francis M., 1096 tons, and Ada F. Brown, 1294 tons, from Port Tampa to Baltimore with phosphate rock at $1.90, and schooner Joseph G. Ray, 1062 tons, from Port Tampa to Baltimore with phosphate rock on private terms. Advices from points of production are generally satisfactory, with the outlook for a substantial business during the spring and summer somewhat encouraging. In all sections rock is firmly held, and there is not much disposition to make new contracts at present prices. Foreign advices report a quiet market and great activity in superphosphate. The Phosphate of Paris, in reviewing the foreign market, says: "At the present very little can be reported on the condition of the market, for, apart from some small sales of stock, there cannot be expected any further transactions at this season of the year, since manufacturers of chemical products are actively occupied in making deliveries. But if the phosphate market is quiet, it is otherwise with its confrere, superphosphate, and from the deliveries at the present it is reasonable to think that the season will be actually good for this industry. In France, Belgium, Holland, Germany, and even in England, the consequence of deliveries already made surpasses all anticipations; stocks at the factories will be absolutely nothing at the end of the season. This is a good augury for the future of the phosphate market, and, in spite of the considerable purchases of African and American phosphates that have already been made, it is necessary to consider the increase of tonnage required to cover the needs created by this increase of consumption. For the benefit of the phosphate industry in general, it is to be desired that the producers may have in a certain measure profited by advantages reaped by the buyer from this increase of consumption. Unfortunately, the basis for this is actually unfavorable, and unless extraordinary circumstances arise, now not very apparent, we shall witness, as in the past, an excessive competition in the Algerian, Tunisean, French and American products. We have already had occasion to speak of different offers of American phosphates which are circulated in the market, and we have also stated that these offers do not appear to correspond with products of the ordinary qualities, but it is nevertheless true that these quotations are harmful in a general point of view. Thus sales of pebble have been made in Italy at 4⅞ deniers for Adriatic, which is actually equal to 45 centimes for 5863 Algerian Tunisean. At present the phosphate market is not favorable for an advance to influence the disposition of sellers, and there remains but one hope—the advance of freights."

Fertilizer Ingredients.

The ammoniate market is strong at ruling quotations, and the demand fairly active. Stocks in the West are firmly held, and are said to be of moderate proportions. Blood and tankage are selling freely, and are very steady. Nitrate of soda is firm. There is some demand for sulphate of ammonia.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	$2 95	@ 3 00
Nitrate of soda, spot Balto	2 30	@ 2 40
Blood	2 37½	@ 2 40
Azotine (beef)	2 40	@ 2 45
Azotine (pork)	2 40	@ 2 45
Tankage (concentrated)	2 25	@ 2 27½
Tankage (9 and 20)	2 35 & 10	@2 37½ & 10
Tankage (7 and 30)	21 00	@22 00
Fish (dry)	27 50	@30 00

Phosphate and Fertilizer Notes.

A splendid deposit of fuller's earth is said to have been discovered in Baldwin county, Alabama, near Blakeley. Eastern capitalists are preparing to develop it.

A shipment of 500 tons of fuller's earth has just gone forward from Fernandina, Fla., to London, England. The shipment is from the Owl Manufacturing Co. of Quincy, Fla., and is the first of a number of consignments to go from Fernandina.

It is stated that the Robertson-Dunnigan Fertilizer Co. of Lynchburg, Va., contemplates establishing a fertilizer plant in Nashville, Tenn. The company owns a 20-acre lot in that city, and it is said that work upon the plant will commence at an early date.

The Atlantic Fisheries Co.'s plant at Old Brunswick, on the Cape Fear river, started up last week for its spring operations. The extensive new plant of the Cape Fear Fisheries Co. at Old Brunswick has been completed and is now in full operation.

A fire occurred at the works of the Virginia-Carolina Chemical Co. at Memphis, Tenn., on the 28th ult., said to be caused by spontaneous combustion. The principal damage was sustained by the machinery. The loss is estimated at between $30,000 and $40,000; fully covered by insurance.

It is reported that Wilmington capitalists are about to establish another menhaden fishery on the lower Cape Fear river, and orders for the machinery of the plant will be placed shortly. Messrs. W. E. Worth, H. M. Foard, L. H. Skinner and Capt. S. W. Skinner are assisting the enterprise.

Messrs. Sharples and Adams have been at Albion, Fla., for some months studying the extensive phosphate deposits on the Portland Phosphate Co.'s property, comprising about 1400 acres. This is said to be one of the largest high-grade rock deposits in the State. The result of Professor Sharples' examination so far is very satisfactory.

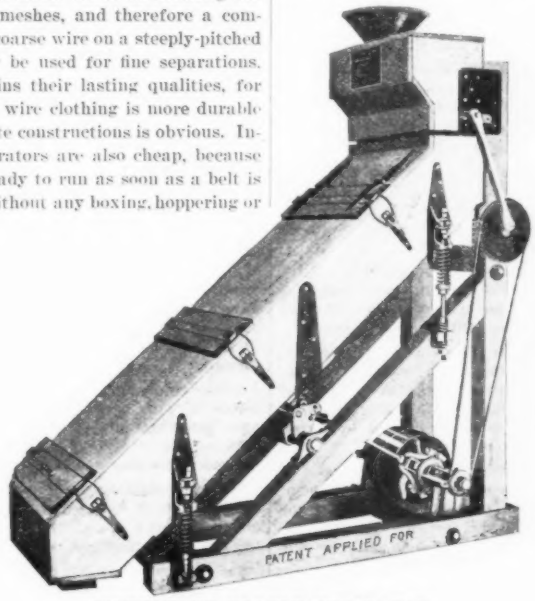
The indications are that the sale of fertilizers for the present year in the State of Georgia will be about 475,000 tons, or about as much as last year, which was the heaviest fertilizer year in the history of Georgia. The sales last year were 478,847 tons. So far this year they have been only 424,770 tons, or 20,000 tons behind the same date last year. But planting everywhere this year is late, and the sales of fertilizer tags by the department of agriculture indicate that the sales will be about equal to what they were last year. At an average price of $20 a ton, the fertilizers used in Georgia cost the farmers of the State about $9,500,000 a year, or about one-fifth the total value of the State's cotton crop.

The State of South Carolina has received from the privilege tax $64,828.55 since the first of January, 1902, against $76,950.68 for the same period last year, showing a slight falling off in the amount of fertilizer being used. For the same time in 1900 the sales amounted to $63,937.60, which is less than for the first three months of this year. Therefore it will be seen that the sales of this year are about on a par with the sales of an average year. The total amount for last year from this tax was $84,073.43, showing that but $7000 came in after the first of April. If the amount is yet to be added to the income for 1902, the receipts for this year may approximate $72,000. This is about $12,000 short of last year, but is ample for Clemson College's running expenses.

MECHANICAL.

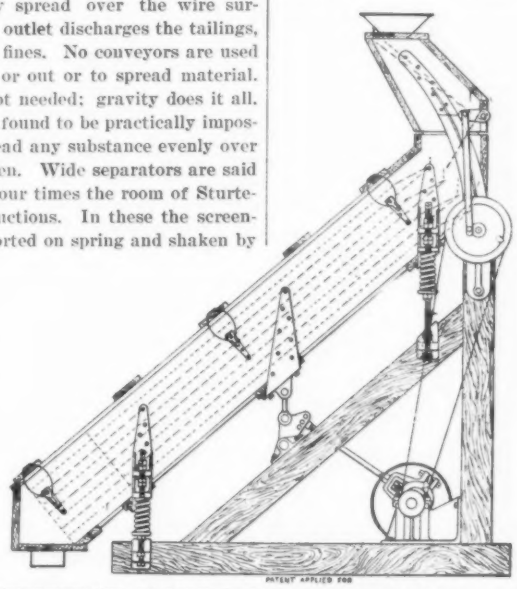
Sturtevant Toggle Separator.

Inclined shaking screens, although comparatively new, have, it is claimed, because of their extraordinary capacity, nearly displaced all other separating devices within their field of usefulness. It would be untrue to say that durability has not also been an important factor in their adoption. Inclining a screen has much the same practical effect as reducing the size of its meshes, and therefore a comparatively coarse wire on a steeply-pitched screen may be used for fine separations. This explains their lasting qualities, for that heavy wire clothing is more durable than delicate constructions is obvious. Inclined separators are also cheap, because they are ready to run as soon as a belt is attached without any boxing, hoppering or setting-up expenses. All these good points have become known and are appreciated.



STURTEVANT TOGGLE SEPARATOR.

The Sturtevant Mill Co. of Boston has made special studies of screen constructions (see illustration), and effected important improvements in inclined screens. Its separators have four screens (forty-eight square feet in all), placed and firmly held, one over another, in a strong box two feet wide and six feet long. Each screen is a substantial construction and easily handled, for it is small. Each receives equal feed, evenly spread over the wire surfaces. One outlet discharges the tailings, another the fines. No conveyors are used to carry in or out or to spread material. They are not needed; gravity does it all. It has been found to be practically impossible to spread any substance evenly over a large screen. Wide separators are said to take up four times the room of Sturtevant constructions. In these the screen-box is supported on spring and shaken by a toggle. The toggle has no lifting to do. It has only to shake, and this it does four times for each revolution of the driving pulley, which does not have to run fast, and moves so easily that the power required is but a small fraction of that used by other screens of large capacity.



STURTEVANT TOGGLE SEPARATOR—SECTIONAL VIEW.

The toggle is an ideal vibrator for screens, and besides being simple, is scarcely harmed at all by grit. Toggles have the same durability in screens as in the roll-jaw fine crushers made by the Sturtevant Mill Co.

The improvements described have reduced inclined separators to one-quarter their former size, and have given strength and durability to the only weak points of a most valuable invention. By setting the toggle so as to vibrate the box and its screens vertically, another advance, securing a further increase in the well-known capacity of inclined separators, has been attained. It was noticed that an inclined screen, vertically shaken, throws the material upon it upward in vertical lines. This could then, obviously, only fall back to the point from which it started. Thus no material could pass over the screen while in the air; it could only slide down while on the wire. Thorough screening was seen to be thus accomplished, all the surface being used. In the Sturtevant inclined shaking screens the particles are thrown vertically; they are always projected in a forward direction, and dropped vertically from the point where the upward movement ceases to a point on the screen considerably below where they started. Thus the material in many common screens passes down while in the air, by leaps and bounds, and skips much of the screening surface. Vertical vibration requires no theory to explain its practical advantages; it proves itself in very considerably increased outputs.

All inclined vibratory separators may be clothed with perforations varying anywhere from one-half to 200-inch mesh, as ordered.

Ornamental Iron Bank Railing.

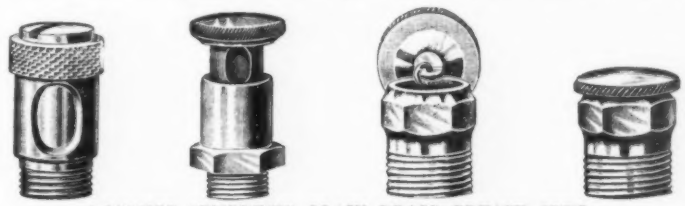
J. E. Bolles Iron and Wire Works, Detroit, Mich., recently executed a handsome design of bank railing for shipment to Mexico, a section of which is shown in the accompanying illustration. The scroll work is made of polished steel, ornamented with hammered leaf work, all oxydized copper finish. The base is chipped plate glass, with plain bevel edges, which gives a pleasing effect.

The products of the firm are known to excel, and as a natural result they enjoy a liberal and growing patronage from all parts of the United States and considerable foreign trade. The firm believes in quality, always zealously guarding this feature of their business. They manufacture a superior line of bank and office railings, elevator cars and enclosures, brass and steel grill work, also fire escapes, entrance gates, iron and wire work, etc.

SECTION OF DESIGN OF BANK RAILING.

Bowen's Grease Cups.

Users of machinery of various kinds know full well the importance of proper lubrication and the economy in the life of the machine and the general satisfaction that follows. But the best oil is poor indeed if used in an oil cup which is not absolutely dustproof. Expose your machine bearings to dust, and the entire machine is soon ruined. This quality of being proof against the entrance of dust is readily gained by using a practical self-closing, dustproof oil cup, and such a cup is offered by the Bowen Manufacturing Co. of Auburn, N. Y. Illustrations of several of these cups are seen in the accompanying engravings. The "Empress" plain brass grease cups shown are full size. Note their excellent finish and design. For this work the Bowen factory uses a special method of its own which gives a perfect fit on the threads, an extra fine finish, and at a low price. Buyers are advised to investigate the product referred to. A few lines addressed to the company will bring you full particulars.



BOWEN'S "EMPRESS" PLAIN BRASS GREASE CUPS.

The work of constructing the dome of the new Statehouse at Jackson, Miss., has begun, and it is expected that the building will be completed by the end of the year.

The Chamber of Commerce of Salisbury N. C., has issued a handy folder giving in succinct form details about the opportunities of Salisbury and its immediate vicinity for agriculture, mining, lumbering and manufacturing industries. The president of the Chamber of Commerce is A. H. Boyden, the first vice-president Capt. E. B. C. Hambley, the second-vice-president A. L. Smoot, and the secretary Edward I. Frost.

A Traction Wagon Train.

A dispatch from Hereford, Texas, says that an overland freight train to run from Hereford to Lubbock via Plainview, a distance of 120 miles, has begun its trips. The motive power is a traction engine, and the train consists of eight heavy wagons loaded with lumber and a large caboose. The engine burns crude oil, and it is expected to make a round trip in four days.

Andalusia Looking Up.

Mr. A. Whaley of Andalusia, Ala., writes to the Manufacturers' Record as follows:

"Andalusia in name is not a new town, but in the commercial and industrial sense it is newly born and of lovely proportions, but is fast developing in the line of manufacturing industries. In our town we have some first-rate manufacturing enterprises, and the near future promises an oil mill and fertilizer factory. An electric-light plant is in contemplation, and our people are delighted with the move. A good spirit is manifested by our city government in the way of inducement to enterprises desiring to locate here, and already capital has an eye on this section. We have two lines of railways running in our midst, the Central of Georgia and the Louisville & Nashville; therefore, we have competing lines and good freight rates. We have abundant hard and pine timbers, and a hardwood and veneering manufacturing establishment would doubtless be a paying investment. A large and commodious school building is in course of construction. New business and dwelling houses are being erected, and last, but not least, a brick block to be erected on the corner where for forty years at least an old wood structure has stood. Many brick blocks and business houses have been erected and dwellings completed and occupied within the last thirty months, and the population of our town has multiplied rapidly, as also of the surrounding country. There is an influx of people of all callings from other counties and States, and the agricultural interest is making a wonderful show in Covington county."

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Alexander City—Mining.—Hillabee Mining Co. has been organized, with capital stock of $2,000,000, to work the Cameron mines in Tallapoosa county; property consists of about 5000 acres, with a 20-stamp mill and chlorinating plant. Address H. John Cameron.

Avondale—Electric-light Plant.—City contemplates erecting an electric-light plant. Address "The Mayor."

Birmingham—Machinery and Supply Company.—Birmingham Machinery & Supply Co. has been incorporated, with capital of $5000, by Ben S. Catchings, Payton H. Moore and others.

Birmingham—Cold-air System.—W. H. Morris has been granted franchise for erection of his proposed cold-storage warehouse and distributing cold air by means of pipe lines, as recently reported. No architect, builder or engineer has as yet been engaged, and no contracts awarded for buildings or machinery.*

Birmingham—Cement Plant.—Daniel Pierson, A. C. Courter and Harold R. Sanson of Newark, N. J., have purchased interest in the Southern Cement Co. and formed a new company for operating same. Capacity of the plant is 800 barrels per day.

Birmingham—Furnace, Coke Ovens, Coal Mines, etc.—Republic Iron & Steel Co. (offices, Stock Exchange Building, Chicago) will blow in its new furnace at an early date, output 300 tons a day; mines at Warner will soon have a daily output of 2500 tons of coal, while 160 additional coke ovens are nearly built, making nearly 800 in all.

Decatur—Oil Lands.—Pennsylvania & Ohio Mineral & Oil Co. has been organized, and will be incorporated under New Jersey laws, with capital stock of $250,000, for development of oil and mineral lands in and about Decatur.

Evergreen—Cannery.—The establishment of a cannery is talked of. Address Dr. H. B. Williamson.

Evergreen—Paper Mill.—E. F. Wilson of Flint, Mich., is investigating the advisability of establishing a paper mill at Evergreen.

Greenville—Cotton Mill.—T. T. Todd, E. R. Adams and others are endeavoring to form a cotton-mill company.

Greenville—Electric-light Plant.—City will expend $10,000 for the proposed electric-light plant. Address "The Mayor."

Huntsville—Water-works.—City is considering the installation of water meters. Address "The Mayor."

Iron City—Ore Washer.—Mills, Miller & Leitch will build another large washer at their iron mines.

Linden—Cotton-oil Mill, Compress, etc.—The cottonseed-oil mill recently reported to be established will be of forty or sixty tons capacity and erected by Southern Cottonseed Oil Co., represented by Mr. Ennis; round-lap and square-bale ginnery and compress will also be erected in connection.

Marion—Electric Lighting.—Marion Electric Light & Power Co. has ten years' contract for lighting the city by electricity.

Mobile—Stave and Heading Plant.—R. C. Dunn, president of Eagle Stave Co. of Cridersville, Ohio, is investigating with a view of locating stack and heading mill at Mobile.

Mobile—Brick and Tile Works.—C. H. Torrey of Hanover, Ohio, representing the Hanover Brick Co., is making arrangements for establishing a plant to manufacture brick, tile, sewer and soil pipe, pottery, etc., at Mobile.

Montgomery—Bakery.—James Toole will remodel his bakery and cracker factory damaged by fire; will expend $2000 on buildings and $4000 on machinery; capacity will be fifty barrels a day.

Oneonta—Cotton-oil Mill.—Subscriptions are being taken towards establishment of a cottonseed-oil mill and roundlap-bale ginnery; $5000 has been subscribed. Address James A. Brice or George F. Bynum.

Ozark—Electric-light Plant.—Surveys are being made for erection of the proposed electric-light plant. Address "The Mayor."

Piedmont—Cotton Mill.—Coosa Manufacturing Co. will build additional mill, to have 10,080 spinning spindles and 480 twister spindles; nearly all the machinery has been ordered; plant will cost probably $100,000. A. G. Thacher of 1415 Delaware avenue, Wilmington, Del., is president.

Selma—Cotton-oil Mill.—T. C. Thompson & Bro. of Birminghatm, Ala., have received contract for erection of a 100-ton cottonseed-oil mill at Selma for Procter & Gamble of the Buckeye Cotton Oil Mills of Cincinnati, previously reported.

Talladega—Sulphur Mines.—O. A. Smith of Atlanta, Ga., will develop on an extensive scale sulphur deposits near Talladega.

Troy—Oil Mill and Fertilizer Factory.—Company lately reported to be organized with capital of $150,000 for establishment of 80-ton cottonseed-oil mill and 35,000-ton capacity fertilizer factory will be known as Standard Chemical & Oil Co. Fox Henderson is president; O. C. Wiley, vice-president and general manager, and J. C. Henderson, secretary-treasurer. Peter S. Gilchrist of Charlotte, N. C., will be architect of the fertilizer department; architect for oil mill not as yet selected. Contracts for buildings and machinery have not been awarded, but will be let about April 15.

ARKANSAS.

Euclid—Mining.—Leech Mining Co. has been incorporated, with capital stock of $1,000,000, for development of mines, by W. F. Leech, C. C. Schuyler of Fargo, N. Dak.; Thomas Parrish of Center Point, Ark.; Frank H. Irons of Hope, Ark., and others.

Little Rock—Clothing Company.—Meyer Pollock Clothing Co. has been incorporated, with capital of $10,500, and Meyer Pollock, president; Walter E. Pollock, vice-president; J. J. Mandlebaum, secretary-treasurer.

Little Rock—Furniture Company.—Simpson, Webb & Cornish Furniture Co. has been incorporated, with capital of $30,000, for conducting furniture business. J. M. Simpson is president; J. C. Cornish, vice-president-treasurer, and W. W. Webb, secretary.

Morrilton—Cotton-oil Mill, Ice Plant and Gin.—Planters' Oil Mill, lately reported organized, will erect a two-press cottonseed-oil mill, six-ton ice factory, cold-storage plant and four-gin-stand outfit. Plans and specifications have not been prepared, and no contracts as yet awarded. Address J. S. Moose, secretary.

Newport—Button Company.—Valley Button Co., with capital of $10,000, has been chartered by Farley Price, Isaac Goldman, William Billingsley and others.

Pine Bluff—Cotton Mill.—J. D. Kennedy of Mammoth Springs, Ark., is endeavoring to organize company to build mill at Pine Bluff.

Wilmar—Oil Mill.—It is reported that the American Cotton Oil Co. of New York, N. Y., will erect a cottonseed-oil mill at Wilmar.

Wynne—Stave Mill.—Wynne Stave Co. has been incorporated, with capital of $5000, by John P. Perry, B. F. Hamilton, Ed. Hamilton and others.

FLORIDA.

Jacksonville—Terminal Company.—Jacksonville Terminal Co. has increased capital stock from $100,000 to $200,000.

Jacksonville—Laundry.—Chartered: Hilditch Laundry Co., with capital of $12,000, for conducting steam laundry, by Thomas Hilditch and Theo. W. Webb.

Lakeland—Moss Factory.—The establishment of a moss factory is talked of. Address C. D. Clough.*

Lloyd—Basket and Handle Factory.—T. H. Lloyd contemplates installing machinery for making wood dishes, axe, pick, hoe and other handles, also open split market baskets.*

Marianna—Flour, Grist, Saw, etc., Mills.—M. L. Dekle, C. C. Liddon, Benj. S. Liddon, W. H. Milton and others have organized Marianna Manufacturing Co., with capital of $30,000, for establishment of saw and grist mill, cotton gin and ice plant.

Ocala—Oil Wells.—Pearson Oil & Gas Co., lately reported incorporated for development of oil wells, has not purchased as yet all the machinery it requires, nor contracted for the wells it will put down at once. Address Sidney T. Hiller, P. O. Box 293.

Pensacola—Water Tank.—Pensacola Water Co. will erect a water tank with capacity of 100,000 gallons.

Pensacola—Cotton-oil Refinery.—J. W. Black of Montgomery, Ala., is investigating with a view to erecting a large cottonseed-oil refinery at Pensacola.

Tampa—Cigar Factory.—American Cigar Co., New York, N. Y., has had plans prepared for erection of a three-story brick cigar factory at Tampa 60x200 feet.

GEORGIA.

Abbeville—Cotton-oil Mill.—J. H. McKenzie & Sons of Augusta, Ga., have contract for erection of buildings for proposed cottonseed-oil mill to be erected at Abbeville by Procter & Gamble, proprietors of Buckeye Cottonseed Oil Mills of Cincinnati, Ohio; contract price, $20,000.

Athens—Compress.—The compress of Athens Compress & Warehouse Co., recently reported burned, will probably be rebuilt by a corporation to be organized.

Atlanta—Copper and Lead-ore Mines.—Seminole Mining Co., reported last week to double its concentrating plant and erect a 70-ton smelter, has for general manager R. J. Redick (not P. S. Marquis, as was given), 803 South Theresa avenue, St. Louis, Mo.

Atlanta—Water and Electric Power Developments.—Atlanta Water & Electric Power Co. has been incorporated, with capital stock of $500,000, to develop water-power and erect electric plant to transmit the power to industries. Incorporators are S. Fahs Smith and S. Morgan Smith of York, Pa.; John C. Temple of Philadelphia, Pa.; Geo. W. Adair and John J. Spalding of Atlanta.

Augusta—Electric and Gas Lighting.—Stewart Plunizy has secured 20-year franchise for his proposed electric lighting and gas plants reported several months ago; underground system will be adopted in business sections. In addition to the water-power for operating the plant, the necessary steam-power will also be provided, so that either may be used. Subscriptions to the capital stock of the New Electric Light & Power Co. will be solicited at an early date.

Blue Ridge—Copper Mine.—Judge Howe of Atlanta, Ga., has purchased and will develop copper properties at Blue Ridge.

Bowdon—Flour Mill.—Mrs. W. D. Lovvorn contemplates changing her burr mill to the roller system, and has not awarded contracts.

Canton—Machine Shops.—E. B. Garwood will remove his machine shops from Blue Ridge, Ga., to Canton.

Canton—Gin and Flour Mill.—It is reported that Garwood Bros. will take charge of Canton ginnery and install new machinery, including roller flour mill.

Cedartown—Knitting Mill.—H. F. B. Booth and E. G. Ottley will establish a $25,000 knitting mill; machinery has been ordered.

Columbus—Cotton-oil Mill.—Home Mixture Guano Co. will enlarge its plant by building a cottonseed-oil mill.

Douglas—Electric Plant and Water-works. Douglas Ice & Power Co. has increased capital and will erect electric-light plant and water-works.

Gainesville—Sewerage, Street Paving, etc. City will vote May 6 on issuance of $50,000 of bonds—$20,000 for erection of school building, $20,000 for constructing sewerage system and $10,000 for street-paving purposes. Address "The Mayor."

Griffin.—Julius W. Gresham of the Gresham Planing Mill Co., reported recently to establish new planing mill, etc., states that he does not contemplate building such a mill at present.

Lindale—Cotton Mill.—Massachusetts Cotton Mills of Lowell, Mass., has purchased the holdings of the Massachusetts Mills in Georgia, and subscriptions are now being received for $1,000,000 additional capital, making total $2,000,000 for that plant. Company expects to erect a new plant of 50,000 spindles. Plans, etc., will be formulated in the near future.

Rome—Oil and Gas Wells.—Wm. H. Smith, Norris H. Smith, Holmes Smith and others have incorporated Georgia Mineral Oil Co., with capital stock of $500,000, to develop oil and gas wells, etc.

Rossville—Knitting Mill.—Richmond Hosiery Mills have engaged Adams & Bearden of Chattanooga, Tenn., to act as architects for the $10,000 worth of improvements noted last week.

Thomaston—Crate and Basket Factory.—J. E. Cliatt, B. F. Cliatt, Dr. S. Gibson and S. G. Benjamin are the interested parties in the stock company previously reported as organized to establish crate and basket factory.

Toccoa—Cannery.—J. W. Swilling contemplates erecting a canning factory.*

Toccoa—Cotton Mill.—Capps Cotton Mills, now operating 2080 spindles, will install looms to match its spindles.

Washington—Construction Company.—C. E. Smith, J. W. Chapman and W. S. Lane have incorporated Washington Contracting Co., with capital stock of $50,000, for conducting general construction and contracting business.

Waynesville—Saw-mill.—Wm. Wiggins has established saw-mill with daily capacity of 15,000 feet.

KENTUCKY.

Ashland—Iron Furnaces.—Ashland Iron & Mining Co. has awarded contract to D. Lamond & Son of Pittsburg, Pa., for remodeling the first of four Whitwell four-pass fire-brick stoves; they will be raised and relined.

Barboursville—Canning Factory.—Louis D. Sampson wants to correspond with parties proposing to establish cannery.*

Barboursville—Oil Wells.—Commonwealth Oil Co., organized with capital stock of $1,000,000, has 196 acres of land in Knox county on which it will bore a number of wells within the next two months. L. D. Sampson can give information.*

Carbondale—Tie-preserving Plant.—J. B. Lord of the Ayr & Lord Tie Co. of Chicago, Ill., is investigating with a view to establishing a tie-preserving plant at Carbondale.

Frankfort—Mineral-water Company.—D. W. Lindsey, M. E. L. Samuel, Ernest W. Zoeller and others have incorporated Restora Natural Mineral Water Co., with capital of $15,000.

Lancaster—Oil Company.—Lancaster Oil Co. has increased capital stock to $30,000.

Louisville—Furniture Company.—Grand Rapids Furniture Co. has been incorporated by W. H. Eddy and F. E. Gray, with capital of $30,000.

Louisville—Brick Works.—Jefferson County Brick Co. has been organized, with Harry T. Weaver, president, for the establishment of brick works.

Louisville—Clothing Company.—American Clothing Co. has increased capital from $50,000 to $100,000.

Louisville—Furniture Company.—Grand Rapids Furniture Co. has been incorporated, with capital of $30,000, by W. H. Eudy, president; C. W. Dieruf, vice-president; F. E. Gray, treasurer; purchased and will conduct on an enlarged scale the business of Bennett Bros. Co.

Mayfield—Manufacturing, etc.—Champion

Manufacturing & Handling Co. has been incorporated under Delaware laws, with capital stock of $200,000, to manufacture machinery of all kinds.

Mt. Sterling—Sand, Oil and Gas Company. Pebble Sand, Oil & Gas Co. has been incorporated, with capital stock of $100,000, by L. J. Craig of Portland, Ind.; H. M. Cox of West Liberty, Ky., and B. W. Hall of Mt. Sterling.

Owingsville—Oil Lands.—W. W. Rogers and Mr. Cash, representing Wheeling (W. Va.) parties, are leasing for development oil lands in and around Owingsville.

Scottville—Oil Wells.—Company reported recently to be organized by B. S. Huntsman and others with capital stock of $900,000 for development of oil properties will be known as Mayfield-Dunn Oil & Gas Co., and will develop 8000 acres of land. Others interested are W. Mayfield, Earl Huntsman, W. W. Thompson and T. P. Dunn. Address B. S. Huntsman, president.*

Somerset — Oil and Gas Wells. — J. M. Thomas, J. P. Hastings of Cincinnati, F. H. Stephens of Bradford, Pa., and others have incorporated Bakerton Oil, Gas & Mining Co., with capital stock of $20,000.

LOUISIANA.

Abbeville — Electric-light Plant. — A. G. Nauck, who has contract for installation of an electric-light plant, is organizing a company with capital of $8000.

Alexandria — Land Improvement.—Wyano Land Co. has been organized, with capital of $12,000, for improving real estate. A. B. Pendleton is president; Walter M. Bradley, vice-president; Chas. M. Waters, secretary-treasurer.

Jennings — Mercantile.— Chartered: E. F. Walker Grocery Co., Limited, with capital of $20,000, by E. F. Walker and others.

Jennings—Water-works and Sewerage.—It is reported that bids are asked until April 15 for constructing the proposed water-works and sewerage system previously reported; cost $40,000. Address "City Clerk."

Lake Charles—Rice Warehouses.—C. W. De Russey is organizing Gulf Warehouse & Trading Co. for establishment of warehouses throughout the rice territory.

Lake Providence—Oil Mill.—Contract for machinery for Carroll Oil & Ice Co., recently reported, has been awarded and work on plant commenced; capacity 100 tons.

Livonia—Ginnery, etc.—J. B. Major & Son will build cotton gin, and contemplate installing delinter and seed-huller.

Marksville—Oil Wells.—Natchez & Marksville Oil Co. has been organized, with capital of $30,000, for development of oil lands, by L. A. Didier, James W. Lambert of Natchez, La.; J. E. Didier of Marksville, La., and others.

New Orleans—Oil Wells.—W. H. Byrnes of New Orleans, T. J. Woodward, T. W. Dyar, Wm. E. Wren and A. H. Hovey of New York are investigating the advisability of forming a million-dollar corporation for development of oil lands in Louisiana.

New Orleans—Land Improvement.—A. C. Fourton and associates will option 3600 acres of swamp lands near New Orleans and drain and improve same for developing a suburb.

New Orleans—Foundry and Machine Shops. Chas. G. Oswald, Robert E. O'Connor, H. L. Loomis and others have incorporated Oswald Iron Works, Limited, with capital of $20,000, to conduct general machine, boiler and iron works for castings, forging and manufacture of steel, iron and other metals.

New Orleans—Transportation.—Gulf & Mississippi Transportation Co. has been organized, with capital stock of $50,000, for conducting general transportation business. Walter J. Verlander is president.

New Orleans—Transfer and Storage Business.—Henry H. Schwabacher, G. S. Crockett and others have incorporated Parcel Delivery & Express Co., Limited, with capital of $10,000, for conducting transfer and storage business.

New Orleans—Vehicle Factory.—Southern Vehicle Manufacturing Co., Limited, organized with capital stock of $25,000 and A. M. Haas, president; A. B. Ragan, vice-president, and L. M. Wolf, secretary-treasurer, has purchased the plant of Chas. Benson, will erect new buildings and install additional machinery for enlarging same.

Sulphur—Oil Wells.—Louisiana Land & Oil Co. has been organized for development of 1000 acres of oil lands near Sulphur, by G. R. Wright, C. S. Hazelwood of Chicago, Ill.; E. F. Wasey of Lake Charles, La., and others.

MARYLAND.

Baltimore—Tobacco Curing.— Commercial Manufacturing Co., with capital stock of $100,000, has been incorporated under Delaware laws for curing leaf tobacco, by L. M. Levering, W. C. O'Brien and J. C. Augustus Reicke.

Baltimore.—United Manufacturing Co., for dealing in toilet articles, has been incorporated, with capital of $10,000, by Geo. W. Gaddes, James D. Brown, Chas. C. Brown and others.

Baltimore — Banana Company.—Baltimore Banana Co. has been incorporated, with capital of $5000, by Angelo Vicari, Edward B. Hopkins, R. C. Stewart and others.

Baltimore—Flour Mill.—Thomas M. Dinsmore, Harry C. Pabst, Wm. H. Britcher, Frank Long and others have incorporated Eastern Milling Co., with capital of $10,000, for manufacture of flour and cornmeal.

Baltimore—Envelope Factory.—It is said that University Envelope Papeterie Manufacturing Co., J. L. Bowles, general manager, Philadelphia, Pa., will erect a large plant in Baltimore for the manufacture of envelopes, stationery and paper specialties.

Baltimore—Gas-appliance Works.—Gas Appliance Co. has been incorporated for manufacturing gas appliances, by Frank D. Moses of Trenton, N. J.; Harry W. Hunter, Edward Brady, Wm. F. Porter and others; capital stock $20,000.

Baltimore — Liquor Company.—Chartered: Wineke-Bauernschmidt Company, with capital stock of $100,000, for dealing in alcoholic liquors, by Fred. A. Wineke, August J. Bauernschmidt, Albert E. Donaldson and others.

Cumberland—Oil Wells.—A. P. Hassett of Pittsburg, Pa.; J. Wilson Humbird, W. J. Lavelle, L. R. Naughton and James McKee of Cumberland, have organized Cumberland Oil & Gas Co. for development of oil lands.

Washington, D. C.—Machine Shops.—Federal Manufacturing Co. has been incorporated to manufacture small machines and novelties. N. L. Collamer is president; H. H. Burroughs, vice-president; A. V. Davidson, secretary, and H. A. Parks, treasurer.

Washington, D. C.—Canning Factory.—Mundell Relish Co., recently chartered with authorized capital of $50,000 for conducting canning factory, has complete organization, electing Thomas H. Hall, president; R. F. Bradbury, vice-president; Joseph R. Atkinson, secretary-treasurer.

MISSISSIPPI.

Carrollton—Cotton-oil Mill.—Carrollton Oil & Manufacturing Co. has been organized, with capital of $35,000, to establish cottonseed-oil mill. J. R. Bingham is president; W. D. Kimbrough, vice-president, and W. H. Neill, treasurer.

Columbus—Sewers, Water-works, etc.—City has decided by popular vote to issue $50,000 of bonds for water works, sewerage and city hall. Address "The Mayor."

Gloster—Cotton-oil Mill.—Gloster Oil Mill has been organized, with capital stock of $45,000, all of which has been subscribed.

Grenada — Timber-preserving Plant.—Ayr & Lord Tie Co. of Chicago, Ill., has purchased a tract of land at Grenada from S. T. Tatum, and will erect a timber-preserving plant to cost $75,000.

Grenada—Cotton-oil Mill.—Stock company with capital of $70,000 is being formed for erection of a cottonseed-oil mill. Names of those interested will be announced later.

Gwin (P. O. Lexington)—Machine Shops, etc.—The Illinois Central Railroad machine shops have recently been enlarged, and will be further improved by installation of new machinery and erection of blacksmith shop; new office building will also be built. John Armstrong is master mechanic.

Jackson — Paving. — City will lay 47,000 square yards of vitrified brick pavement; Walter G. Kirkpatrick, city engineer.*

Jackson—Cotton-oil Mill.—T. C. Thompson & Bros. have received contract at $30,000 to erect buildings for the 100-ton cottonseed-oil mill to be erected at Jackson by Procter & Gamble of the Buckeye Cottonseed Oil Mills of Cincinnati, Ohio, previously reported; entire cost $150,000.

McHenry—Ice Plant.—Leggett & Co. have contracted for erection of ice plant.

Meridian—Shirt Factory.—Cohn Bros. Manufacturing Co. has been formed by Maurice L. Cohn and Joseph Cohn for the establishment of a shirt factory, to make working garments exclusively.

Rosedale—Water-works.—It is said that bids are asked until April 13 for constructing proposed water-works system; O. D. Thomas, clerk.

Vicksburg — Electric-light Plant.—Edward J. O'Bierne of Birmingham, Ala., has received contract at $37,861 for constructing water-works and electric-light plant at Vicksburg.

Vicksburg—Realty Company.—Brown Realty Co. has been incorporated, with capital stock of $60,000, for dealing in real estate, etc., by Sam Brown, Emanuel Brown, Abe Brown and others.

Winona — Cotton Mill. — Winona Cotton Mills has increased capital $25,000.

Woodville—Cotton-oil Mill.—Company will be organized for establishment of cottonseed-oil mill; $25,000 has been subscribed.

Yazoo City—Tie-preserving Plant.—J. B. Lord of the Ayer & Lord Tie Co. has made arrangements, it is reported, for the establishment of a tie-preserving plant at Yazoo City with capacity for treating 30,000 ties every eleven hours.

MISSOURI.

Carrollton—Copper Mines.—O. O. Stimson of Chicago, Ill., is prospecting for iron and copper near Carrollton.

Chillicothe — Electric-light and Power Plant.—James Houseman of St. Louis contemplates organizing a $300,000 company for establishment of an electric-light and power plant at Chillicothe, provided 20-year franchise is granted him for lighting the town.

Clayton—Publishing.—Watchman Printing & Publishing Co. has been incorporated, with capital of $20,000, by F. C. Brockmeyer, Richard M. Hyams and Thomas H. Rogers.

Jefferson City — Power Plant.—Citizens' Electric Light & Power Co. of St. Louis, Mo., will build power plant in Jefferson City.

Kansas City—Land and Building Company. Westport Land & Building Co. has been incorporated, with capital of $30,000, by Wm. H. Chapman, Geo. S. Page and Henry D. Ashley.

Kansas City—Live-stock.—Chartered: A. J. Gillespie Live-Stock Co., with capital of $10,000, by A. J. Gillespie, Fred B. Glover and others.

Kansas City—Lumber Company.—Louisiana Central Lumber Co., with capital stock of $300,000, has been incorporated by J. B. White, C. E. Stagle, J. T. Whitehead and others.

Kansas City—Paint Company.—Cutler & Nelson Paint & Color Co. has increased capital from $50,000 to $65,000.

Kansas City—Mining.—Doggett Mining Co. has been incorporated, with capital of $50,000, by B. S. Ing and A. J. Smith.

Kansas City—Tailoring.—MacCarthy-Evans Tailoring Co. has increased capital from $5000 to $20,000.

Kansas City—Gun Company.—Lidwell Gun Co., with capital of $10,000, has been incorporated by W. L. Lidwell, M. J. Howard and H. O. Berg.

Kansas City—Ice Plant.—National Refrigerator Co. of Colorado Springs, Col., will build $500,000 ice-making plant at Kansas City.

Lebanon—Electric-light Plant and Water-works.—City will issue $25,000 of bonds with which to purchase local electric-light plant and water-works. Address "The Mayor."

Morehouse — Lumber Company.— Himmelberger-Harrison Lumber Co., with capital stock of $50,000, has been incorporated by John H. Himmelberger, W. H. Harrison and others.

Mound City—Lumber Company.—Mound City Lumber Co. has been incorporated, with capital of $25,000, by Peter E. Wilson and Chas. C. Behrens.

St. Joseph—Sand Company.—Pioneer Sand Co. has been incorporated, with capital of $30,000, by J. A. White, G. W. Given and others.

St. Louis—Publishing.—Polyglot Publishing Co. has been incorporated, with capital of $5000, by S. H. Clark, Joseph Wheless and James De Martini.

St. Louis—Mining.—Goodhope Mining Co., with capital stock of $90,000, has been incorporated by Paul A. Fusz, Chas. D. McLure, Horace Rumsey and others.

St. Louis — Commission Company.—Aron Dry Goods Commission Co., with capital of $25,000, has been incorporated by S. Aron and others.

St. Louis—Land Development.—Chartered: Trinidad Land & Development Co., with capital of $80,000, by Thomas Hart, William Witter, Herman Witter and others.

St. Louis — Bridge Company. — Missouri Bridge & Iron Co. has been incorporated, with capital of $30,000, by John T. Garrett, Curtis Hill, R. G. Garrett and others.

St. Louis—Floral Company.—F. J. Foster Floral Co., with capital of $2000, has been incorporated by F. J. Foster, John B. Carroll and others.

St. Louis—Construction Company.—Goldie Construction Co. has been incorporated, with capital of $25,000, by Robert N. Goldie, James O. Gordon and others.

St. Louis—Novelty Works.—American Novelty Manufacturing Co., with capital of $3000, has been chartered by Arthur J. Hausperger and others.

St. Louis—Oil and Stock Exchange.—Chartered: Oil and Stock Exchange of St. Louis, with capital of $3000, by J. Donnan Reavis and others.

St. Louis—Real Estate.—Chartered: Selma Real Estate Co., with capital of $11,500, by Chas. A. Robinson, Chas. P. Benson, R. L. Johnston and others.

St. Louis—Pattern Company.—Oswald J. Gaisler, Fred Gaisler and others have incorporated O. Gaisler, Jr., Pattern Co., with capital of $4500.

St. Louis — Brewing Company. — Empire Brewing Co. has increased capital stock from $250,000 to $450,000.

St. Louis—Medicine Company.—Tamalon Medicine Co. has been chartered by Chas. W. Perkins and Edgar G. Perkins, with capital of $10,000.

St. Louis—Manufacturing.—Meinecke-Blanton Manufacturing Co., with capital stock of $50,000, has been incorporated by Thomas W. Doran, Louis Meinecke and David A. Blanton.

St. Louis—Iron, Coal and Coke Company.—A. P. De Camp, William Yule, F. B. De Camp and others have incorporated De Camp Bros. & Yule Iron, Coal & Coke Co., with capital stock of $300,000.

St. Louis—Supply Company.—Chartered: W. B. Rose Supply Co., with capital of $15,000, by W. B. Rose and others.

St. Louis—Silver Company.—Merry & Pelton Silver Co. has been incorporated, with capital of $30,000, by H. L. Merry, A. V. Merry, J. M. Flesh and others.

St. Louis—Dyeing and Cleaning.—Chartered: Franklin's Dyeing & Cleaning Co., with capital of $10,000, by Max Frankel and others.

NORTH CAROLINA.

Charlotte—Foundry.—D. A. Tompkins Co. is building large foundry.

Craven County—Timber-land Development, etc.—The Buckeye Company (previously reported incorporated by Cleveland (Ohio) parties for development of 10,000 acres of timber lands in Craven county) has amended charter, increasing capital stock from $60,000 to $120,000. Address company, care of O. D. Jackson, Norfolk, Va.

Fayetteville — Pine-tree Products.— Chartered: Barnes & Jessup Co., with capital stock of $100,000, for dealing in rosin and pine-tree products, by Ralph Jessup, C. H. Barnes, N. G. Wade and others.

Greensboro—Furniture Factories.—Efforts are being made for the organization of companies to establish three furniture factories. The three plants will require not less than $100,000. Address for information Box 228.

Greensboro—Canning Factory.—Greensboro Canning, Pickling & Sourkrout Co., lately reported incorporated for establishment of cannery, will erect at once three buildings 40x90, 40x70 and 40x50 feet.

Morganton—Tannery.—Burke Tanning Co. has for the present postponed making additions to its plant recently mentioned.

Mt. Airy—Furniture Factory.—New furniture factory will be established. Address Mt. Airy Mantel & Table Co.*

Roanoke Rapids—Cotton Mill.—Moses H. Cone of Greensboro, N. C., states that the denim mill reported last week will be built, but its exact location has not been determined, yet it will probably be near Roanoke Rapids. Mr. Cone and associates are in the meantime negotiating for the Roanoke Rapids Power Co. A mill of 60,000 spindles and 2000 looms is the plant proposed.

Shelby—Flour Mill.—Dr. J. H. McBrayer is installing 38-barrel roller flour mill.

Spencer — Machine Shops, etc.—Southern Railway, Frank S. Gannon, general manager, Washington, D. C., will make extensive improvements at Spencer in the enlargement of its machine shops, roundhouse, car sheds, etc.

Thomasville — Furniture Factory. — Lee Manufacturing Co. has been incorporated, with capital of $25,000, to deal in timber and manufacture furniture, by J. H. Lambeth, J. H. Mock, J. L. Armfield and others.

Valdese—Knitting Mill.—Valdese Hosiery Mills, mentioned recently, contemplates installing more machinery, including vacuum dyeing machine, dryer, etc.*

Washington—Iron Foundry and Machine Shops.—Company has been organized to establish iron foundry, machine and blacksmith shops. Address Gordon D. Canfield or Beverly Moss.*

Wilmington — Shingle Mill.—R. Franklin Betts of New York has purchased, will improve and operate the Boesch shingle mills at Wilmington.

Wilmington—Fishery.—W. E. Worth, H. M. Ford, L. H. Skinner and S. W. Skinner are interested in establishing a menhaden fishery.

SOUTH CAROLINA.

Camden — Land Improvement. — Camden Land & Improvement Co., with capital stock of $100,000, has been incorporated by W. H. Sheen, J. H. Pratt and T. Edmund Kumbholz.

Charleston—Pottery.—E. M. Barry of Liddy & Barry, 150 King street, is endeavoring to secure the establishment of a pottery at Charleston by an organized company of East Liverpool, Ohio.

Clinton—Cotton Mill.—Lydia Cotton Mills has been organized, with capital of $100,000, and will build mill of 5000 spindles and 150 looms. This company is to build the mill reported last week as No. 2 plant of Clinton Cotton Mills. M. S. Bailey is president of both companies, and hence the error.

Columbia — Paper Company. — Columbia Paper Co. has increased capital from $5000 to $10,000 for improvement purposes.

Columbia—Sash, Door and Blind Factory.—A Mr. Otis is interested in the establishment of a $75,000 sash, door and blind factory.

Conway—Supply Company.—Conway Supply Co. has been incorporated, with capital of $5000, by John T. Ward, Russell Hardee and W. L. Mishoe.

Easley—Creamery.—The company reported recently as organized by J. T. Latham, W. A. Hamilton, C. G. Voight and others for establishing creamery has incorporated as Easley Creamery Co., with capital of $2000.

Holly Inn—Mercantile.—Chartered: Holly Inn Mercantile Co., with capital of $20,000, by E. C. Harvey and others.

Marion—Water-works.—City contemplates constructing system of water-works. Address "The Mayor."

McBee—Construction.—Chartered: Southern Construction Co. has been incorporated to conduct general construction and building business, to deal in timber lands, manufacture lumber, etc., by Ernest Williams of Lynchburg, Va.; J. H. Diggs of Cheraw, S. C., and J. A. Duncan of Apex, N. C.; capital is $5000.

Mullins — Mercantile. — Chartered: Enterprise Mercantile Co., with capital of $3000, by M. C. Harrelson (president) and others.

Newberry—Cotton Mill.—Mollohon Manufacturing Co. has completed buildings, and is now installing machinery; will have 11,000 spindles (instead of 10,000, as at first reported) and 300 looms. Capitalization is $300,000.

Sumter—Transportation.—Chartered: Sumter Steamboat Co., with capital of $1500, by D. Cherry, Ferd. Cherry and Thomas McKeolin, all of Charleston, S. C.

Timmonsville—Wooden Butter-dish Factory.—W. P. Henry contemplates erecting factory for making wooden butter-dishes.*

West Springs—Gold Mines.—Jos. O. Stillson, Wm. K. Bellis, Guilford A. Dutch, all of Indianapolis, Ind., have incorporated Ophir Gold Mining Co., for development of mines near West Springs; capital is $10,000.

TENNESSEE.

Bloumtville — Chair Company. — Ordway Chair Co. has been incorporated, with capital stock of $100,000, by A. H. Ordway, O. R. Ordway, C. J. St. John and others.

Charlotte — Flour Mills.—Chartered: Van Leer Roller Mills, with capital of $5000, by Berry Taylor, B. G. Hunter, W. A. Bell and others.

Chattanooga — Bridge Company.—Chattanooga Bridge Co. has been incorporated, with capital of $10,000, by Wm. M. Hewitt, C. E. Steward, Wm. O. Burks and others.

Clarksville — Sorghum Factory. — G. W. Tucker of Hobbs, Ind., is investigating with a view to establishing a sorghum factory at Clarksville.

Cleveland—Electric-light Plant.—Cleveland Electric Light Co. will expend $10,000 in improving its plant.

Harriman—Water-works.—City will, it is said, extend its water mains at a cost of $1500 and build a new intake to cost $4000. Address "The Mayor."

Jonesboro—Land Company. — West End Land Co., with capital of $6000, has been incorporated by K. P. Jones, S. M. Jones, C. N. Brown and others.

Knoxville—Fruit Company.—Carden Fruit Co. has been chartered, with capital of $25,000, by George W. Carden and others.

Knoxville — Clothing Factory. — National Woolen Co. of Nashville will establish clothing factory with 100 sewing machines at Knoxville.

Nashville—Trunk Factory.—The company reported recently as being organized by Geo. Bradley and others of Knoxville, Tenn., for establishment of trunk factory at Nashville will be known as the White Trunk & Bag Co. Address 116 Public Square.*

Nashville—Fertilizer Factory.—It is reported that Robertson-Dunnigan Fertilizer Co. of Lynchburg, Va., contemplates building large fertilizer factory at Nashville.

Rutledge—Lumber Mill.—C. K. Mount of Bristol, Tenn., is establishing lumber mill at Rutledge with daily capacity of 30,000 feet.

Rutledge—Saw and Planing Mill.—C. K. Mount of Morristown, Tenn., has purchased timber lands near Rutledge, and will erect a band-saw mill and planing mill.

Tiptonville—Mercantile.—Chartered: Whit Campbell Mercantile Co., with capital of $30,000, by Whit Campbell and others.

TEXAS.

Austin—Brick Plant.—A. J. Zilker has organized company, which is installing a $65,000 brick plant.

Austin — Bridge. — International & Great Northern Railway will build steel bridge across Colorado river to replace present structure; Leroy Trice, general superintendent, Palestine, Texas.

Baird—Laundry and Electric-light Plant.—A. Mr. Kelly of Waxahachie, Texas, will establish an electric-light plant and steam laundry in Baird.

Beaumont—Oil Wells.—Surprise Oil Co. has been incorporated, with capital stock of $1,000,000, by C. F. Blancke, John H. Tennant, F. A. Sudholt and others.

Beaumont—Oil Wells.—Star American Oil Co., with capital stock of $300,000, has been incorporated by J. A. Lawson, W. J. Swofford of Walnut Grove, Minn.; C. J. Olson and H. L. Fagin of Beaumont.

Beaumont—Pipe Lines, etc.—Dividend Oil Co., reported recently as incorporated, will construct pipe line, storage tanks, pumping station, etc.

Beaumont—Gas Plant.—Beaumont Gas Co., lately reported incorporated, will establish plant at cost of $50,000; no machinery will be installed except regulating valves, separators, etc. Company has purchased twelve miles of gas pipe.

Beaumont—Pipe Line.—Beaumont & Port Arthur Pipe Line Co. has been chartered, with capital stock of $250,000, by H. J. Hopkins, E. J. Marshall, John D. Cameron and others.

Beaumont — Car Works. — Southern Car Manufacturing & Supply Co. has been incorporated, with capital stock of $100,000, to manufacture railroad cars and appliances, by W. W. Willson, F. M. Aldridge of Houston, R. C. Duff, W. C. Averill and J. A. Wiggin, Jr., of Beaumont.

Beaumont—Oil Wells.—Lone Star Oil & Fuel Co. has been incorporated, with capital stock of $5,000,000, by Donald E. Cameron, Simon B. Murray, J. Park Henderson and others.

Big Sandy—Canning Factory.—Big Sandy Canning & Manufacturing Co. is name of company lately reported organizing; $6000 cannery will be erected, for which Jesse Barker is the architect and Chicago (Ill.) Building & Manufacturing Co., contractors; capacity will be 12,000 three-pound cans per day. J. M. Darroh is president; N. C. Kay, treasurer, and Wm. Caffey, secretary.

Big Springs—Mining and Milling.—Copper Plate Mining & Milling Co. has been incorporated, with capital of $50,000, by John D. Birdwell, C. L. Alderman, H. R. Long and others.

Chappell Hill—Cotton Mill.—W. K. Carlisle is interested in forming the cotton-mill company lately noted.

Dallas—Oil, Ice and Coal Company.—Chartered: Dallas Oil, Ice & Coal Co., with capital of $10,000, by J. B. Cranfill, C. M. Rork and D. L. Bettison.

Dallas — Well Works. — American Well Works, with capital of $5000, has been incorporated by G. H. Thoster and L. M. Lemington.

Deport — Cotton-oil Mill. — Company has been organized, with capital of $35,000, for erection of cottonseed-oil mill. G. I. Terrell is president; J. H. Moore, secretary.

Devine — Oil Mill.—Mr. Landa of New Braunfels is interested in the erection of a cottonseed-oil mill at Devine.

Ector—Cotton-oil Mill.—Contract will be awarded at once for installation of a 50-ton cottonseed-oil mill; $10,000 has been subscribed. Names of those interested will be announced later.

Galveston — Electric-light Plant. — North Galveston Improvement Co., James A. Lawrence, president, will erect and operate an electric-light plant.

Galveston — Manufacturing. — Chartered: Miller Bros. Manufacturing Co., with capital of $30,000, by J. S. Miller, Julius Markowitz and S. Miller.

Gonzales — Cotton Compress. — American Cotton Co. of New York will build round-bale compress at Gonzales to cost $15,000.

Houston—Timber Lands.—W. B. King of Rock Island, Ill., has purchased 15,000 acres of timber lands in Montgomery county, and will develop same.

Houston—Rice Cultivation.—Nebraska parties have purchased 18,000 acres of rice lands near Houston, and will establish a colony of rice-growers in Brazoria county. W. T. O'Connor concluded the sale, and may probably give particulars.

Navasota—Wagon Factory.—Factory for making wagons and repairing buggies, wagons, etc., will be established. Names of those interested will be anounced later.

Navasota — Drug, etc., Company. — Chartered: Navasota Drug & Stationery Co., with capital of $10,000, by A. H. Ketchum, I. Goodman and Ewing Norwood.

Orange—Telephone Improvements.—Southwestern Telegraph & Telephone Co., J. R. Strother, local manager, will expend $40,000 in improving its Orange system; improvements include new multiple, self-restoring drop switchboard with 1000 capacity, rebuilding of its lines, new poles, new wire and about 40,000 feet of new cable.

Paris—Flour Mill.—Paris Milling Co., lately reported, will increase capacity of its mill by adding rolls and bolters, for which contract has not been awarded. Capacity will be increased from 150 to 300 barrels per day.

Plano—Cotton-oil Mill.—Plano Cottonseed Oil Co. has been organized, with capital of $25,000, to establish 40-ton, two-press cottonseed-oil mill, by T. C. Jasper, J. H. Bowman, R. L. Stephens and others.

San Antonio—Floral Company.—Chartered: P. D. Hauser & Sons Floral Co., with capital of $50,000, by Peter D. Hauser and others.

San Antonio.—Maverick-Clark Litho Co. has increased capital stock from $50,000 to $75,000.

Sherman—Oil Wells and Pipe Line.—Consumers' Oil & Pipe Line Co. has been incorporated, with capital of $40,000, by E. Arnoldi, H. B. Birge, J. A. Stanfield and others.

Sour Lake—Oil Wells.—Sour Lake Springs Co., P. S. Lovell of Crowley, La., president, is making arrangements for development of its 840 acres of oil lands at Sour Lake.

Temple—Broom Factory.—N. A. Sayre is organizing company for the manufacture of brooms.*

Tyler — Hardware Company. — James R. Adams Hardware Co., with capital of $50,000, has been incorporated by James R. Adams, J. H. Brownson, Jr., and A. T. Bunch.

Uvalde—Telephone Line.—Dean & Son will construct telephone lines from Uvalde to Rock Springs, and from Uvalde to Carrizo Springs.

Yoakum—Creamery and Cold-storage Plant. J. Lester Williams, who was reported as interested in the establishment of creamery and cold-storage plant, may be addressed at 240 West Lake street, Chicago, Ill.

VIRGINIA.

Arringdale—Dry-kilns.—Camp Manufacturing Co., Franklin, Va., is rebuilding its dry-kilns recently burned at Arringdale. There will be six kilns 20 feet wide, 90 feet long and 12 feet high inside, and capacity will be from 50,000 to 60,000 feet of lumber a day.

Chilhowie—Starch Factory.—F. L. Saunders contemplates establishing a factory for making starch from potatoes.*

Danville—Furniture Factory.—Boatwright Furniture Manufacturing Co. has completed organization with J. R. Jopling, president; Jacob Myers of Hudson, Mich., vice-president, and W. P. Boatwright, secretary-treasurer. Messrs Myers and Deville of Hudson, Mich., will remove their furniture factory to Danville and associate it with the new enterprise; plant will be enlarged and equipped with new machinery.

De Witt—Saw-mill, etc.—Brunswick Lumber Co., Franklin, Va., is erecting saw-mill, dry-kilns and planing mill near De Witt, as recently reported; saw-mill will be equipped with one band saw and one resaw, four dry-kilns, and have capacity of 60,000 feet per day; planing-mill capacity, 20,000 to 30,000 feet per day.

Hampton—Manufacturing.—John N. Sebrell, Jr., W. C. Taliaferro, N. S. Groome, S. G. Cumming and others will incorporate Powhatan Development Co., with capital of $10,000, for manufacturing purposes, etc.

Lawrenceville — Woodworking Factory. — Lawrenceville Woodworking Co., previously reported organizing for manufacture of sash, doors, blinds, etc., has complete organization with capital of $20,000 and W. S. Thomas, president; R. E. Jarrett, secretary-treasurer; L. H. Raney, general manager.

Martinsville—Sewerage.—City has issued $5500 of bonds for completing its sewerage system. Address "The Mayor."

Norfolk—Tunnel.—Legislature has passed bill granting to H. L. Page and associates the right to construct tunnel or tunnels under Elizabeth river for the purpose of connecting Norfolk, Portsmouth and Berkley.

Norfolk—Ferry Company.—J. A. C. Groner, H. L. Page, D. Lawrence Groner, Wm. H. Taylor and others will incorporate Merchants & Truckers' Ferry Co.

Norfolk—Cotton Mill.—Board of Trade has correspondence from a Lowell (Mass.) company proposing to build a 500-loom cotton mill in the South.

Petersburg — Hardware Company.—Plummer Hardware Co. has been incorporated, with capital stock of $25,000, by John Plummer, president; R. F. Plummer, vice-president; N. A. Plummer, secretary-treasurer. Company will succeed Plummer & Wheeler.

Petersburg—Shoe Factory.—August Wright Company has been incorporated for manufacture of boots and shoe, with capital stock of not less than $100,000 nor more than $500,000. August Wright is president; August Wright, Jr., vice-president; H. E. Wright, secretary, and G. C. Wright, treasurer.

Pittsfield—Iron Mines.—J. H. C. Barr of 411 Odd Fellows' Temple, Philadelphia, Pa., has completed modern mining plant for the development of magnetic and hematite iron properties near Pittsfield.

Richmond—Shoe Factory.—R. M. Mason is interested in the formation of a $75,000 company for the manufacture of shoes.

Richmond—Laundry.—Steam laundry will be established at 1415 East Broad street, with C. A. Ezekiel, manager.

Richmond—Tobacco Factory.—Adolph Osterloh and associates will organize a company to establish tobacco factory.

Spottsylvania—Telephone System.—Spottsylvania Telephone Co. will extend its lines from Lewiston to Partlow's.

Waverly—Canning Factory.—John G. Hawley is president; C. S. Parson, vice-president, of the company reported recently as being organized for establishment of canning factory; minimum capital, $3000; maximum, $10,000.

WEST VIRGINIA.

Belington—Coal Mines.—S. W. Shraeder, president of Tygart's Valley Coal & Coke Co. at Arden, W. Va., and of the Monarch Coal Mining Co. at Irondale, W. Va., and C. F. Hartwell of Huntington, W. Va., agent for a number of New York parties, have purchased 6000 acres of coal lands near Belington, and will begin developments at once, erecting four large plants equipped with electrical mining machinery.

Charleston—Agricultural and Mining.—Virginia Agricultural & Mining Co. has been incorporated, with capital of $25,000, by W. E. Chilton, W. M. Killinger, C. B. Couch and others.

Charleston—Coal Mines.—Olney Coal Co., for developing coal mines, has been incorporated, with capital of $250,000, by A. T. Watson, George W. Fleming, W. S. Black and others, all of Fairmont, W. Va.

Charleston — Coal Mines, etc. — Pennsylvania Collieries Co. has been incorporated for conducting coal and lumber business, with capital stock of $500,000, by H. S. Acres, Frederick W. Foedesch of Philadelphia, Pa.; George E. Price of Charleston and others.

Clarksburg — Liquid Coffee Plant.—Company has been formed and is erecting building 20x100 feet, which it will equip as a liquid coffee plant. W. M. Freese is interested.

Fairmont—Coal Mines.—William A. Longnecker and others of Greene and Fayette counties, Pa., have purchased 9760 acres of coal lands in West Virginia, including the Short Line Fuel Co., recently reported incorporated with P. H. Franks of Fairmont, secretary-treasurer, and will develop same at once.

Grafton—Oil Wells.—Taylor County Development Co. has reorganized with Dr. A. R. Warden, president, and will begin at once the development of new wells.

Grafton—Coal Mines.—Tygart's River Coal Co. has been incorporated, with capital stock of $300,000, by Chas. B. Davis, Wm. D. Kelley, Wm. A. Webb and others, all of Philadelphia, Pa.

Huntington—Rolling Mill.—Huntington Tin & Planished Plate Co. has been incorporated, with capital stock of $50,000, for erection of rolling mill. B. W. Foster is president; T. N. Boggess, vice-president; W. H. H. Holswade, secretary, and J. W. Valentine, treasurer.

Morgantown.—Chartered: Peninsula Company, with authorized capital of $500, by I. C. White, M. M. White, C. B. Dille and others.

Morgantown—Coal Lands.—J. V. Thompson, Geo. L. Hibbs and John F. Hogsett of Uniontown, Pa., have purchased 1000 acres of coal lands in the Cass district, and will develop same.

Moundsville—Water-works Improvement.—Moundsville Water-Works Co. will erect brick pumping station and install new machinery. Address James A. Sigafoose, secretary.

Piedmont—Coal Mines.—Dr. Z. T. Kalbaugh has purchased 800 additional acres of coal lands in Mineral county, and will develop.

Randolph County—Timber Lands.—Edward W. Mealy, Richard H. Alvey, Jr., of Hagerstown, Md.; John G. Rouse of Belair, Md.; J. A. G. Allen of Davis, W. Va., and associates have organized company, with capital stock of $100,000, for development of 10,000 acres of timber lands in Randolph county; principal office will be in Hagerstown, Md.

Sutton—Gas Pipes.—Braxton County Gas Co., reported lately as incorporated, will supply gas for heating and lighting purposes in several towns, and will lay pipe lines and call for bids on same as soon as specifications are complete; estimated cost of proposed improvements will be about $60,000; Reginald P. Bunce, secretary.

Weston—Gas Company.—Weston Gas Co. has been incorporated, with capital of $25,000, for conducting general oil and gas business, by W. S. Hoskins, J. W. Wilson, H. M. Preston and others.

Wheeling—Coal Mines.—Wells Coal Co. has been incorporated, with authorized capital of $350,000, by Geo. S. Wells of Sistersville, W. Va.; C. B. Colborn, J. E. Robinson and others of Wheeling.

INDIAN TERRITORY.

Chickasha—Cotton-oil Mill.—American Cotton Oil Co. (offices, New York, N. Y.) will erect cottonseed-oil mill at Chickasha.

South McAlester—Telephone Company.—Neck Wolfe, B. J. H. Colbert, Daniel M. Hailey and others have incorporated Tishomingo International Telephone Co., with capital of $50,000.

OKLAHOMA TERRITORY.

El Reno—Water-works Improvements.—City water-works system will be improved at cost of $14,000 by installation of entirely new plant, including duplicate pumping machinery, each pump with capacity of 750,000 gallons every twenty-four hours, and to be operated by 75-horse-power vertical gasoline engines, construction of reservoir forty feet in diameter and forty feet deep, etc. Address "The Mayor."

Granite—Mining.—Chartered: Quartz Mining & Oil Co., with capital stock of $500,000, by John A. Trotter of Mangum, Edward C. Lowder and M. D. Colver of Granite.

Granite—Oil and Gas Company.—Granite Oil & Gas Co. has been incorporated, with capital stock of $500,000, by K. C. Cox, A. L. Elliott, A. H. Olds and others.

Guthrie.—Chartered: Nardin-Hall Company, perpetual, with $3000 capital, by G. W. Roberts, G. B. Thompson and others.

Guthrie—Laundry.—Chartered: Guthrie Laundry Co., with capital stock of $15,000, by Chas. Pond, Chas. Roe and Hattie Pond.

Hobart—Water-works.—Hobart Water-Works & Sewer Co., reported lately as incorporated, will construct system of water-works, and has not awarded any contracts; bonds for $25,000 will be issued, secured by municipal contract.*

Hobart—Realty Company.—Hobart Realty Co. has been incorporated, with capital of $10,000, by R. W. Shepherd, P. Y. Brinton, H. P. McGuire, Otto A. Elliott and others.

Newkirk—Mercantile.—Chartered: Schofield Mercantile Co., with capital of $10,000, by M. E. Schofield and others.

Okarche.—Chartered: Okarche Percheron Horse Co., with capital of $3000, by J. H. Brunson, Frank Bowers, Carl Schraeder and others.

Oklahoma City—Flour Mill and Elevator.—It is reported that a 500-barrel flour mill and a grain elevator will be erected. Address Frank Kaucher of St. Joseph, Mo.

Oklahoma City—Depot and Cold-storage Plant.—Pabst Brewing Co. of Milwaukee, Wis., is reported as arranging for erection of a large depot and cold-storage plant in Oklahoma City, the buildings of which will cost $250,000.

Oklahoma City—Mercantile.—Barnes & Raymond of Springfield, Mo., have formed Oklahoma China & Queensware Co., with capital of $100,000.

BURNED.

Altamont, Tenn.—Flour mill of Mansfield & Sons; estimated loss $5000.

Doswell, Va.—Bowie & Jeter Co.'s excelsior factory; estimated loss $4000.

Piedmont, Ala.—Hardwood plant of N. A. Alexander; loss $10,000.

St. Louis, Mo.—Goodwin Manufacturing Co.'s stillhouse damaged to extent of $45,000; company manufactures oils and candles, etc.

Whaleyville, Va.—Jackson Bros. & Co.'s planing mills.

Williamstown, N. C.—Martin & Biggs' furniture factory; estimated loss $25,000.

BUILDING NOTES.

Augusta, Ga.—Depot.—Contract for Augusta's proposed union depot has been awarded to T. O. Brown at $140,000.

Austin, Texas—Dormitory.—T. S. Henderson, chairman regents of university, will open bids April 18 for erection and completion of four-story brick building for girls' dormitory. Plans, specifications and terms can be had of Coughlin & Ayres, San Antonio; James B. Clark, Austin; Dr. Allen J. Smith, Galveston, and R. E. L. Saner, Dallas.

Baltimore, Md.—Office Building. Douglas H. Thomas has prepared plans for an eight-story office building corner of Lexington and Calvert streets, to be erected by New York parties at a cost of $200,000. Property was purchased through John L. G. Lee, attorney, of Baltimore.

Baltimore, Md.—Printing Plant.—J. Henry Miller has received contract for erecting building, two stories, of brick, 48x145 feet, and cost $20,000. Building to be equipped for lithographing and printing for A. Hoen & Co., whose plant was burned.

Baltimore, Md.—Warehouse.—Louis Bartel has awarded contract to Thomas P. Johns for erection of three-story brick warehouse to cost $20,000.

Beaumont, Texas—Church.—Catholic congregation is having plans made by Diboll & Owen of New Orleans, La., for erection of a large church. Address Rev. Father Lee.

Birmingham, Ala.—Residence.—T. C. Thompson & Bros. have contract for erection of a $10,000 residence.

Bristol, Tenn.—Church.—The Methodist congregation will erect $20,000 edifice. Address "The Pastor."

Bryan, Texas—Temple.—Members of the Knights of Pythias Lodge have organized the Pythian Building Association, with capital stock of $10,000, for erection of the Pythian Temple previously reported. G. S. Parker, J. B. Stevenson, F. Marion Law and others are among the incorporators.

Chattanooga, Tenn.—Business Block.—Breeding & Brown are preparing plans for a three-story brick and stone business block.

Clinton, La.—School.—City has decided by popular vote to issue $6000 of bonds for erection of school building, as lately reported. Architect has not as yet been employed; C. W. Ball, mayor.

Columbia, S. C.—Engine-house.—Plans and specifications have been prepared for erecting $4000 engine-house for Columbia No. 3 Company. Address "The Mayor."

Columbus, Ga.—Church.—Granby & Jordan of Greenville, S. C., have contract for erection of St. Paul Methodist Church at Columbus; cost $30,000.

Columbus, Ga.—Engine-house.—Young & Co. will receive contract at $3610 for erection of proposed engine-house.

Decatur, Ala.—School.—City will build $20,000 school building. Address "The Mayor."

El Reno, O. T.—Courthouse.—Plans of W. H. Riley have been accepted for proposed courthouse, for which $48,000 of bonds was recently voted. Building will be two stories, of brick and stone, 62x100 feet, and bids for erection will be received until May 5. Address Mr. Schwarberg, chairman board county commissioners.

Farmville, Va.—Depot.—Norfolk & Western Railway will, it is said, build passenger depot at Farmville; L. E. Johnson, general manager, Roanoke, Va.

Fayetteville, W. Va.—Jail.—Pauly Jail Building & Manufacturing Co. of St. Louis, Mo., will complete the proposed jail, work on which was commenced some time ago; to cost $40,000.

Fitzgerald, Ga.—City Hall and Fire Department.—City has decided by popular vote to issue the $18,000 for city hall and fire department, recently mentioned. Address "The Mayor."

Frederick, Md.—Church.—Grace Reformed Church is having plans made by Hamme & Leber of York, Pa., for erection of a $15,000 edifice. Address "The Pastor."

Goldsboro, N. C.—City Hall and Market.—Plans of W. P. Rose have been accepted for proposed city hall and market.

Greensboro, N. C.—Store Building.—J. W. Scott & Co. have awarded contract to J. N. Longest for erection of a three-story building 50x120 feet, to cost $8000.

Hartford, Ky.—Bank Building.—Plans have been made for proposed First National Bank building, and call for three-story brick structure to cost $10,000.

Hinton, W. Va.—Market.—Hinton Market Co., reported lately as incorporated, is having plans made by C. A. Baber for erection of its proposed building. Contracts have not as yet been awarded, and company will also need some machinery.

Jackson, Miss.—School.—City has voted issuance of $25,000 of bonds for erection of proposed school; Wm. Hemingway, mayor.

Jennings, La.—City Hall.—It is reported that bids are asked until April 15 for erection of the $10,000 city hall, previously reported. Address "City Clerk."

Lewisburg, W. Va.—Seminary.—Contract for erection of proposed seminary has been awarded to Stephenson & Getaz of Knoxville, Tenn., exclusive of plumbing and heating, which contract has been awarded to Charleston (W. Va.) parties at $5475.

Louisville, Ky.—Residence.—J. J. Gaffney has made plans for brick residence for W. E. Castle.

Macon, Ga.—Hotel.—Edward A. Horne will have plans prepared by G. L. Norman of Atlanta, Ga., for erection of his proposed $225,000 hotel at Macon.

Marlin, Texas—School.—William Shelton, mayor, will open bids April 20 for plans and specifications for $20,000 school, to be heated with steam or hot air and erected of brick.

Mobile, Ala.—Infirmary.—Fonde Building Co. has contract for superstructure of the Providence Infirmary to be erected by Sisters of Charity at a cost of $100,000.

New Orleans, La.—Office Building.—German Insurance Co. of Illinois will erect large office building. M. A. Shumard of Dallas, Texas, is Southern manager.

Newport News, Va.—Church.—Baptist congregation has awarded contract for preparation of plans for its proposed $50,000 structure to R. H. Hunt of Chattanooga, Tenn.

Norfolk, Va.—Hotel.—Hotel will be erected by Richard Neddo.

Norfolk, Va.—Apartment-house.—M. B. Crowell will erect 10-story apartment-house to cost $175,000.

Norfolk, Va.—Office Building.—Realty Co-operative Co. has had plans prepared by John Kevan Peebles and awarded contract to George T. Banks for erection of a four-story $20,000 office building.

Oklahoma City, O. T.—Building.—Indian Temple Building Association has been incorporated, with capital stock of $75,000, for erection of a temple, by John Treadgill, Lee Van Winkle, Selwyn Douglass and others.

Raleigh, N. C.—Hall.—Plans have been accepted for proposed memorial hall for Agricultural and Mechanical College, previously reported; building will be two stories, of brick and granite, 63x116 feet, and cost $16,000.

Richmond, Va.—Theater.—Architect Fuller Chaplin of New York is preparing plans for erection of a theater in Richmond.

Romney, W. Va.—Bank Building.—Romney Bank will erect new building.

Rural Hall, N. C.—Hotel.—Rural Hall Inn Co. has been incorporated, with capital of $8000, for erection of hotel.

St. Louis, Mo.—Exposition Building.—Western Manufacturers' Building Co. will erect a $125,000 building to be used for an annual exhibit of furniture.

Velasco, Texas—School.—E. P. Hoefle, secretary trustees, will open bids May 5 for erection of two-story frame schoolhouse. Plans and specifications at office of secretary. Each bid must be accompanied by check for $200.

Wartrace, Tenn.—Schools.—City will erect two school buildings. Address "The Mayor."

Washington, D. C.—Buildings.—Waddy B. Wood is preparing plans for legation building for Chinese government; will be three stories, of colonial brick and white mortar, and cost $80,000 (including site).

Washington, Ga.—Courthouse.—City will vote May 6 on issuance of $35,000 for erection of proposed courthouse, for which bids were recently advertised; L. Smith, clerk.

RAILROAD CONSTRUCTION.

Railways.

Albany, Ga.—It is reported that the Albany & Northern will build an extension from Cordele to Hawkinsville, thirty miles.

Annapolis, Md.—Bills to amend the charters of the Elkton, Newark & Eastern Shore and the Rising Sun, Elkton & Elk River railroad companies have passed the Maryland legislature.

Annapolis, Md.—The Maryland legislature has passed a bill authorizing an extension of the Queen Anne's Railroad.

Annapolis, Md.—Bills have been passed by the legislature to incorporate railroads as follows: The Laurel & Brookville Railway and the Frederick, Legore and Emmittsburg Railway.

Ashland, Ala.—The Alabama Mineral Railroad has been incorporated to build a line from the Louisville & Nashville Railway to the mines of the Alabama Pyrites Co. O. A. Smith of Atlanta is interested in the mines, which are near Talladega.

Ashland, La.—Eighteen miles of the 33-mile extension on the Louisiana & Arkansas Railroad from Ashland to Winfield, La., have been completed, and the remainder has been graded. Chief Engineer G. Knobel has charge of construction.

Austin, Texas.—The railroad commission has been advised that capitalists of Cleveland, Ohio, propose building a railroad from San Antonio, Texas, to Denver, Col., under the name of the Texas & Northwestern.

Austin, Texas.—Negotiations are in progress for an extension of the Missouri, Kansas & Texas Railroad to Austin.

Austin, Texas.—The Chicago, Rock Island & Texas Railway has filed an amendment to its charter, providing for an extension of its lines from Fort Worth to Galveston.

Baltimore, Md.—A survey has begun for the proposed Baltimore & Frederick Electric Railway.

Bennettsville, S. C.—A route for a railroad is being surveyed between Bennettsville and Kollocks Station, on the Seaboard Air Line, near Cheraw.

Bon Air, Tenn.—Brooks Bros. & Co. have been awarded the contract for building the remainder of the 10-mile extension of the Bon Air branch of the Nashville, Chattanooga & St. Louis Railway. This firm already had two and one-half miles under contract. The line reaches coal mines at Raven's Croft.

Brownwood, Texas.—President Yonkum of the St. Louis & San Francisco is reported to have made the positive statement that the Frisco will be extended from Brownwood to Brady, work to begin within three weeks.

Cheraw, S. C.—The Charlotte, Monroe & Columbia Railroad Co. has, it is stated, decided to construct a road from Hamburg to Jefferson, twelve miles. Ernest Williams of Lynchburg, Va., is president of the road.

Chester, W. Va.—The Ohio Valley Traction Co., which is to build an electric railway from Wheeling, W. Va., has been granted a franchise through Chester.

Chickasha, I. T.—It is reported that the Chicago, Rock Island & Pacific Railway will build a line seventy miles long to Ardmore, in addition to building to South McAlester and Fort Smith.

Crossville, Tenn.—Engineers who have arrived here are, it is reported, to survey a line from Emory Gap to a connection with the Southern Railway.

Cumberland, Md.—Engineers believed to be working for the syndicate which purchased the West Virginia Central & Pittsburg Railway have been running a line over the old Baltimore & Cumberland survey from Cumberland to a connection with the Western Maryland at Cherry Run.

Decatur, Ala.—A corps of engineers has begun a survey for the Central Railway of Alabama from Decatur to Jasper.

Denison, Texas.—It is reported that the Denison & Bonham Railroad proposes an extension of 100 miles to reach the Beaumont oil fields and the lumber regions of Northern Texas.

Elizabeth City, N. C.—The Elizabeth City & Northern Railroad, to extend from Elizabeth City to Bosley, N. C., is proposed. W. H. Bosley, president of the Suffolk & Carolina Railroad, and others are interested.

Elkton, Md.—The Pennsylvania Railroad will, it is understood, remove a dangerous curve and build a new passenger station in Elkton.

Fredericksburg, Va.—The plan to build a railroad through the Northern Neck has been revived, and may be pushed through by the business men of the city.

Galveston, Texas.—A cargo of rails has arrived at Galveston for the Galveston, Houston & Henderson Railway, and are to be laid between Galveston and Houston.

Granger, Texas.—It is reported that the Missouri, Kansas & Texas Railway will build a line from Granger to Lockhart via Georgetown and Austin.

Guthrie, O. T.—It is announced that work on the proposed Denver, Kansas & Atlantic Railroad, financed by Chicago capitalists, will begin immediately.

Jacksboro, Texas.—M. S. Parker and P. Cassidy have begun work on the extension of the Chicago, Rock Island & Texas Railway from Jacksboro to Graham.

Jackson, Miss.—It is reported that St. Louis capitalists are considering a plan to finance the proposed Nashville & Mississippi Delta Railroad, which is to construct a road from Nettleton, on the Frisco line, via Okolona and Houston to Grenada, and thence to a point opposite Arkansas City.

Jefferson City, Mo.—The Charlton Valley Railroad Co., with $450,000 capital, has been incorporated by W. G. Brinson of Chicago, W. D. Tucker and others of Kansas City.

Kansas City, Mo.—Dispatches from Duluth, Minn., say that financial arrangements have been concluded for building the Manitoba & Gulf Railroad, to reach from Duluth to Kansas City via Omaha, and connecting with the Gould system in the Southwest.

Keyser, W. Va.—It is reported that the Baltimore & Ohio Railroad will lay thirty-two additional sidetracks in the Keyser yards.

Knoxville, Tenn.—The Southern Railway will, it is understood, build a branch line in Alabama from Littleton to the Flat Top mineral lands of the Sheffield Iron Co.

Lafayette, Ala.—The survey for the extension of the Lafayette Railway from Lafayette to Daviston has been completed, and the capital stock of the company has been increased $150,000.

Lexington, Ky.—The Consolidated Traction Co. has begun a survey for its line from Lexington to Versailles and Frankfort.

Louisville, Ky.—Peyton N. Clarke has purchased for $2000 the franchise for rights of way for an electric railroad between Louisville and Mt. Washington.

New Orleans, La.—The New Orleans & Southwestern Railroad Co. has been incorporated by C. P. Shaver, J. Whitney Beals, Jr., L. H. Lancaster, Thomas A. Badeaux, H. S. Smith and C. P. Young, with $1,500,000 capital, to build a railway and operate it with electricity or otherwise; also to operate a boat line, besides pleasure resorts, hotels, etc.

Oklahoma City, Okla.—The Missouri, Kansas & Oklahoma Railroad has formally agreed to extend its line from Stevens, Kan., to Oklahoma City.

Oxford, N. C.—Surveyors at work in Oxford are reported to be deciding the best route for the proposed Oxford & Coast Line Railroad, which may connect with the Seaboard system.

Paris, Ky.—Preparations are being made to begin work on the proposed electric line between Paris and Lexington.

Richmond, Va.—The Gladesville Railroad bill has passed the legislature, and is now in the hands of the governor.

Richmond, Va.—The legislature has passed bills to incorporate the following railroads: The North & South Railway Co., the Interurban Electric Co. and the New River & Northern Railroad Co.

Richmond, Va.—The Virginia Passenger & Power Co., which has purchased the Mechanicsville turnpike, proposes to build an electric line to Cold Harbor and other famous battlefields, as well as reaching the trucking region of Hanover county.

Richmond, Va.—Phillips & Allport have received the contract for grading on the Richmond, Fredericksburg & Potomac Railroad between Richmond and Ashland, where second track is to be laid.

Richmond, Va.—A bill to incorporate the Dan River Railway Co. has finally passed the legislature.

Richmond, Va.—A bill has been favorably reported in the legislature to amend the charter of the James River Railway Co. to permit it to construct a branch.

Richmond, Va.—A bill to incorporate the Charlotte, Farmville & James River Valley Railway Co. has passed the legislature.

Sanford, Fla.—Engineers have begun the survey for the proposed electric railroad from Sanford to Kissimmee.

St. Louis, Mo.—James Houseman has applied for an electric-light and railway franchise in Chillicothe, and proposes to build an electric road from Chillicothe to Trenton.

Tampa, Fla.—Col. John P. Martin of Xenia, Ohio, and others will, it is reported, build an extensive electric interurban railway in this section of Florida.

Washington, Ga.—Application has been made for charters for the Washington & Northern Railroad and the Washington Construction Co., represented by C. E. Smith, to build a railroad between Washington and Elberton.

Street Railways.

Charleston, S. C.—Application has been made to the city council by Robert P. Evans of Charleston and others, including Harlan Page of Philadelphia, for rights of way for the Charleston, Summerville & Suburban Railway Co., which is about to be chartered.

Dallas, Texas.—An ordinance granting a street-railway franchise to A. K. Bonta and others has passed a first reading in the city council.

Denton, Texas.—Simmons Bros. of Denton have applied to the city council for a franchise for a street-railway system.

Marshall, Texas.—A franchise has been granted by the city council to the Marshall & Suburban electric street-car line.

Mobile, Ala.—The Mobile Light & Railroad Co. is laying track for a new line.

Montgomery, Ala.—It is stated that J. G. White & Co. of New York have undertaken to build the proposed new street-railway system in Montgomery, in which Col. Barry Holt and others are interested.

Nashville, Tenn.—Extensive improvements will, it is understood, be made by the Nashville Street Railway Co., of which Percy Warner and E. C. Lewis are receivers.

Nashville, Tenn.—The bondholders' committee of the Nashville Railway Co. has, it is understood, decided to make a number of improvements and extensions to the system.

Owensboro, Ky.—The Owensboro City Railway Co. is extending its lines in several directions, the principal extension being to the Seven Hills Chautauqua ground.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Agricultural Implements.—W. W. Berkeley, Roanoke, Va., wants a two-horse sulky cultivator.

Bag Machinery.—Cheeseman Chemical Co., Alexandria, Va., wants addresses of manufacturers of machinery for making and manufacturers of the goods for fertilizer bags.

Bobbin Baskets.—Hales & Ballenger, S. W. Cor. Twelfth and Chestnut streets, Philadelphia, Pa., wants names of parties who make bobbin baskets of hide or similar appearing material.

Boiler and Engine.—Jas. A. Dale, 108 North College street, Nashville, Tenn., is in the market for two 70-horse-power boilers, 40-horse-power engine and suitable pump, to be built in 300-pound sections for muleback transportation in mountains of Mexico.

Boiler Grates.—Box 5, Mont Belvieu, Texas, wants to buy 250 feet of grates to burn sawdust.

Bridge.—Bids for Columbus (Ga.) bridge (recently reported) will be received by L. H. Chappell, mayor, until April 22. Plans and specifications can be had by addressing Robert L. Johnson, superintendent public works.

Bridge.—M. S. Munson, Jr., county judge, Angleton, Texas, will open bids April 15 for rebuilding iron or wooden drawbridge across San Bernard river at Brazoria. No plans and specifications on file, and contractors are requested to examine location and material on hand and submit bid on both iron and wooden bridge. Certified check for $250 must accompany each bid.

Bridge.—Sealed proposals will be opened May 7 by commissioners of roads and revenues for Lowndes county, Valdosta, Ga., for erection of steel bridge across Withlacoochee river; total length to be 172.5 feet, of one steel span 136.5 feet long between centers of end piers and thirty-six feet of wood approach, but bids are to be made only on steel spans; roadway to be twelve feet wide in clear and spans to rest on cylinder pillars. Plans and specifications on file. County will furnish lumber. Usual rights reserved.

Broom-factory Equipment.—N. A. Sayre, Temple, Texas, wants to correspond with makers of broom machinery, handle manufacturers and dealers in broom-corn.

Canning Machinery.—Louis D. Sampson, Barboursville, Ky., is in the market for canning machinery.

Canning Machinery.—J. W. Swilling, Toccoa, Ga., wants addresses of manufacturers of canning machinery.

Canning Machinery.—E. T. Firth, Fort Recovery, Ohio, wants prices on canning machinery.

Castings.—R. A. Patterson Tobacco Co., Richmond, Va., wants addresses of parties making annealed castings.

Cement Machinery.—M. A. Kirby, Florence, Ala., wants to correspond with parties making machinery for manufacture of cement from furnace slag.

Chains.—See "Piping, etc."

Cold-air System.—W. H. Morris, Birmingham, Ala., wants to correspond with architects, engineers, builders and manufacturers of machinery for establishment of a $350,000 plant for supplying cold air by means of pipe lines, etc.

Collar and Cuff Machinery.—Piedmont Manufacturing Co., Portsmouth, Va., wants information regarding the manufacture of collars and cuffs, and machinery for manufacture of same.

Cotton Machinery.—See "Textile Manufacturers."

Drugstore Equipment.—Fitzsimons Drug Co., Charlotte, N. C., wants quotations on crude drugs, chemicals, window glass, glass bottles, paints, oils, colors and brushes, folding paper boxes, tin boxes and cans, labels, perfumery, soaps, paper, pipes, pens and pencils, cigars and tobacco, candies, chewing gum, hair, tooth and nail brushes, essential oils and garden seeds.

Dyeing and Drying Machinery.—See "Knitting Machinery."

Dynamos.—See "Engines."

Electrical Machinery.—John Davis, 81 Haverhill street, Boston, Mass., wants three direct-acting generators, 500-volt, 15 to 50-kilowatt.

Electrical Supplies.—See "Water-works."

Electrical Supplies.—Valdese (N. C.) Hosiery Mills wants six enclosed arc lamps, 110 volts.

Electric-power Plant.—Waverly Traction Co., Indianapolis, Ind., wants prices quoted on an electric-power plant set up, including 400-horse-power engine, 600-horse-power engine, five tubular boilers, seventy-two inches, twenty feet long, twenty-six six-inch tubes and three Fay alternators.

Engine.—A. R. Viguerie, Montegut, La., wants second-hand engine 18x22 or 24 for sawmill.

Engine.—John Davis, 81 Haverhill street, Boston, Mass., wants 300-horse-power high-speed engine.

Engine.—E. T. Firth, Fort Recovery, Ohio, wants prices on two Corliss engines and several dynamos.

Engine.—Maryland Foundry & Machine Co., 148 W. West street, Baltimore, Md., wants an 8 to 10-horse-power gas engine, second-hand.

Engines.—See "Railway Equipment."

Engines.—See "Moss-factory Equipment."

Foundry Equipment.—Gordon D. Canfield, Washington, N. C., wants prices and catalogues on foundry equipment and tools for machine shop and blacksmith shop.

Furniture Machinery.—Mt. Airy Mantel & Table Co., Mt. Airy, N. C., desires correspondence at once relative to supplies and machinery for furniture factory.

Gelatine.—See "Glue Manufacturers."

Glue Manufacturers.—Jacques Ehrenthal, I., Salzthorgassee, 7, Vienna, Austria, wants addresses of manufacturers of glue and gelatine.

Heating Plant.—John N. C. Stockton, chairman, Jacksonville, Fla., will open bids April 14 for furnishing steam-heating plant for city hall. Plans on file with H. J. Klutho, architect, 222 West Adams street, from whom forms for bids may be obtained. Certified check for $300. Usual rights reserved.

Knitting Machinery.—C. D. Stradley, 120 Butler avenue, Greenville, S. C., wants information as to hosiery machines.

Knitting Machinery.—Valdese Hosiery Mills, Valdese, N. C., wants hosiery singeing machine, and probably will buy vacuum dyeing machine and cyclone dryer.

Logging Equipment.—John A. Davis, Moultrie, Ga., wants to correspond with manufacturers or jobbers making or handling small steam skidders suitable for removing logs or timber from swamp branches, etc.

Logging Equipment.—See "Piping, etc."

Machine Tools.—See "Foundry Equipment."

Machine Tools.—Houston Bros., Vicksburg, Miss., are in the market for second-hand iron planer to cut about six feet in length or a little longer; also second-hand bolt-cutter.

Metal Power Press.—Frank Wright, Cave Spring, Ga., wants addresses of parties making a foot-power press suitable for stamping on sheet-metal the words "Pat. O. Feb. 4" and the name and address; also wants addresses of parties who can get up and manufacture a machine for doing a special kind of molding on wood.

Moss-factory Equipment.—C. D. Clough, Lakeland, Fla., wants machinery for moss factory, including cleaning equipment, baling press, engines, etc.

Musical Instruments.—Manning & White, Ashland, Ala., want to communicate with manufacturers of musical instruments.

Oil Mill.—Progressive Oil Mill & Fertilizer Co., F. F. Becker, secretary, Brookhaven, Miss., wants complete equipment for a 60-ton cottonseed-oil mill.

Oil Mill.—P. C. Dukes, Branchville, S. C., wants prices on cottonseed-oil-mill machinery.

Oil-mill Machinery.—Dadeville Oil Mill, Dadeville, Ala., is in the market for one 14-inch 16-box press and two linters.

Paint.—M. D. Bringier, P. O. Box 303, Donaldsonville, La., wants samples and lowest prices covering first-class enamel paints in large quantities.

Paving.—Board of aldermen, Jackson, Miss., will advertise in April for laying 47,000 square yards of vitrified brick pavement; Walter G. Kirkpatrick, city engineer.

Paving.—Mayor, Asheville, N. C., will receive proposals until April 22 for laying with vitrified brick about 17,000 square yards of paving on city streets. Specifications and information on application to B. M. Lee, city engineer.

Piping, etc.—Box 5, Mont Belvieu, Texas, wants to buy 150 feet of iron pipes two feet in diameter; also 500 dog chains.

Printing Presses.—Rock Hill Buggy Co., Rock Hill, S. C., wants addresses of dealers in second-hand printing presses.

Pumps.—See "Steam Specialties."

Railway Equipment.—Tennessee Coal, Iron & Railroad Co., Edwin Ball, manager iron mines, Birmingham, Ala., will be in the market for a small locomotive, donkey; gauge of track, 36 inches; driving wheels to be about 24 inches.

Railway Equipment.—Wm. Minnigerode, Lynchburg, Va., wants to buy nine miles of 56 or 60-pound sections, six miles of 40-pound sections, six miles of 35-pound sections, and five miles of 30-pound sections, relaying rails.

Railway Equipment.—Chas. T. Lehman, Birmingham, Ala., is in the market for a standard-gauge saddle-tank locomotive.

Railway Equipment.—J. E. Bowen & Co., Norfolk, Va., are in the market for 48-inch-gauge locomotive.

Railway Equipment.—M. D. Bringier, P. O. Box 303, Donaldsonville, La., wants fourteen vertical cross-compound engines, cylinders eight inches and 14x12-inch stroke, to revolve at the rate of 300 r. p. m., with reversing link motion, also fitted with boiler-feed pump attached to crosshead, complete with throttles arranged to admit live steam in low-pressure cylinder; also fourteen pasenger cars of special design. Manufacturers will please submit catalogues and data.

Refrigerating Machinery.—See "Cold-air System."

Shingle Mill.—N. S. Cole, Newbern, Tenn., wants prices on shingle mill complete, exclusive of boilers and engines, new and second-hand.

Sign Manufacturers.—Bank of Marlinton, Marlinton, W. Va., wants to buy a brass or bronze sign.

Starch Factory.—F. L. Saunders, Chilhowie, Va., wants to purchase machinery and materials for manufacture of starch from potatoes.

Steam Specialties.—F. D. Stevenson, 335 B., Equitable Building, Baltimore, Md., wants names of manufacturers of air check valves that will stand 1000 pounds pressure; also manufacturers of small high-pressure air pumps.

Steam Whistle.—John Davis, 81 Haverhill street, Boston, Mass., wants large steam whistle eight to twelve inches in diameter.

Steel Channels.—Peacock's Iron Works, Selma, Ala., is in the market for a carload

of five-inch steel channels weighing six and one-half pounds to the foot.

Tank Cars.—Keith-Ward Oil Co., Beaumont, Texas, is in the market for tank cars for fuel oil; wants proposition on twenty-five and fifty lots to lease, with privilege of buying, also on the same number to buy outright; capacity to be from 6300 to 8000 gallons; company asks sellers to wire also.

Textile Machinery.—See "Bag Machinery."

Textile Manufacturers.—Geo. M. Trenholm, 35 Broad street, Charleston, S. C., wants addresses of manufacturers of thread and of machinery for making thread; wants all information relative to same.

Transmission Rope Drive.—John Davis, 81 Haverhill street, Boston, Mass., wants a rope drive for 22-inch Corliss engine, also countershaft.

Trunk-factory Machinery.—White Trunk & Bag Co., 116 Public Square, Nashville, Tenn., is in the market for machinery for manufacturing trunks; also trunk hardware, iron, etc.

Water System.—Lieut.-Col. C. R. Barnett, depot quartermaster, St. Louis, Mo., will receive sealed bids in triplicate until April 21 for making alterations and additions to the water-distributing system at Jefferson Barracks. Usual rights reserved and information furnished on application.

Water-works.—E. A. King, mayor, Pittsburg, Texas, will open bids April 1 for complete water-works system, including 750,000 gallons standard duplex steam pump, etc.

Water-works. — Carl F. Drake, Austin, Texas, wants prices on standpipe, engines, boilers, pipes and electrical supplies.

Water-works. — Hobart (O. T.) Water-Works & Sewer Co. wants material for complete water-works system, including engine, boiler, etc.

Well-drilling.—B. S. Huntsman, president Mayfield-Dunn Oil & Gas Co., Scottsville, Ky., asks bids for drilling oil wells.

Well-drilling Equipment.—L. D. Sampson & Co., Barboursville, Ky., will need boilers, engines, pumping machinery and drilling equipment.

Wireworking Machinery.—Alexandria Overall Co., Alexandria, Va., wants addresses of parties making machines for making wire buckles or tacks.

Woodworking Machinery. — See "Power Press."

Woodworking Machinery.—Linwood Manufacturing Co., Linwood, N. C., wants to correspond with manufacturers of woodworking machinery, including veneering machinery.

Woodworking Machinery.—Hill & Morgan, Manufacturers' Record Building, Baltimore, Md., are in the market for a 26 or 28-inch second-hand pony planer (Fay & Egan preferred).

Woodworking Machinery.—Box 5, Mont Belvieu, Texas, wants to buy one three-saw gang edger, two-saw lumber trimmer, lath machine and three belts for same, dog chains, etc.

Woodworking Machinery.—T. H. Lloyd, Lloyd, Fla., wants to correspond with makers of machinery for manufacturing wooden dishes, axe, pick and hoe handles and open split market baskets.

Woodworking Machinery.—Harnett Lumber Co., E. R. Monroe, secretary, Manchester, N. C., wants prices on belting, saw and table suitable for making lath bolt and bolts for four-inch staves and sawing staves three-quarters to one inch thick and four inches wide; wants self-feed and heavy machine.

Woodworking Machinery.—W. P. Henry, Timmonsville, S. C., wants machinery for making wooden butter-dishes.

TRADE NOTES.

Ball Engines.—Ball Engine Co., Erie, Pa., has sold an engine for electrical service to Pacific Coast Oil Co. of Point Richmond, Cal., and to the Casper Electric Co. of Casper, Wyom.

Coating Machines to Australia.—An instance of the distance to which the worth of "The Best" pneumatic coating machine has traveled is seen in the fact that a large order for the machines has just been received from Australia. F. E. Hook, Hudson, Mich., manufactures the machine named.

Niles-Bement-Pond.—Patrons and friends of the Niles-Bement-Pond Company are invited to note that the office in Pittsburg, Pa., has been removed to the Frick Building. The company is widely and well known as manufacturing machine tools, its general offices being at 136-8 Liberty street, New York.

Sterling Exhaust Heads. — International Silver Co. of Meriden, Conn., has placed its twelfth order for the only make of exhaust head it uses on its plants. That is a strong testimonial in favor of the head. The Sterling Blower & Pipe Manufacturing Co. of Hartford, Conn., makes the exhaust head in question.

American Graphophone Co.—At a meeting of the directors of the American Graphophone Co., held in New York March 27, the following were elected directors: William M. Johnson of Hackensack, N. J., now first assistant postmaster-general, and Mark T. Cox of the old banking house of Robert Winthrop & Co., New York.

Of Interest to Manufacturers.—Those interested in the erection of bobbin and shuttle woodenware, paper and furniture factories in the South are invited to communicate with Gen. J. L. Stoppelbein at Spartanburg, S. C., who is interested in the formation of several such industrial enterprises in a section well adapted for such industries.

A Location for Industries.—Attention has been called to the fact that Oklahoma City, O. T., offers a most suitable location for industry, especially for a cotton-mill and strawboard factory, wholesale shoe house, and various kinds of wholesale and jobbing business. The city's population is 20,000, and it is growing rapidly. Oklahoma City Club can give particulars to interested parties.

New South Brick Machinery.—J. C. Steele & Sons, manufacturers of "New South" brickmaking machinery, Statesville, N. C., report business good in their line at this season, especially in the larger machines. They are shipping outfits to Lexington, High Point, Concord, Washington, Durham and Denver, N. C.; Hollands and Lawrenceville, Va.; Fort Valley, Ga.; Elloree, Pickens and Batesburg, S. C., and fifty dryer cars to Atlanta, Ga.

Metal Trimmings for Marble Closets.—J. J. Ryan & Co., 68-74 West Monroe street, Chicago, reports receiving contracts for the metal trimmings for marble closets and urinal partitions and lavatory work for the following buildings: Auditorium Annex, Chicago; Hoyt Building, Chicago; Rookery Building, Chicago; Grand Opera-House, Cincinnati; Peoria Hotel, Peoria, Ill.; Rock Island depot, Peoria, and Rock Island depot, Odel, Iowa.

Scaife Water Purifying.—The Scaife water-purifying system is an up-to-date and thoroughly scientific method of treating feed water before entering boilers. The Wm. B. Scaife & Sons Co. of Pittsburg, Pa., will be pleased to hear from anyone interested in supplying boilers with pure-water plants of any size. Recent orders for the system came from Harrisburg Rolling Mill Co., Harrisburg, Pa.; Antrim Iron Works, Mancelonia, Mich., and Isaac Harter Company, Fostoria, Ohio.

Excellent Report on Scientific Mill.—Those who do any grinding in their plants will be interested to hear what Geo. M. Brown of Otto, N. Y., says of the Scientific grinding mills made by the Foos Manufacturing Co. of Springfield, Ohio. Mr. Brown writes the company: "The No. 14 steel mill is doing nice work. I believe if I were compelled to go back to stone grinding I would quit the business. I would advise anyone not to buy the No. 14 for grist work unless they like work and fast work. When you take a bag off every thirty-five seconds, tie it up and wheel it away, you won't have much spare time."

Recent Drag-Saw Sales.—The following are a few of the recent purchasers of the Hill steam drag-saw machine advertised in this issue: East Shore Woodenware Co., Frankfort, Mich.; N. Jerns, Whatcom, Wash.; A. H. Slaydon, Columbia, Miss.; J. O. Bradney, Tacoma, Wash.; Jas. N. Foye & Son, Lebam, Wash.; D. J. Sutherland, McHenry, Miss.; Robinson Land & Lumber Co., Chicora, Miss.; Henry Prasse & Co., South Euclid, Ohio; United States Navy-Yard, League Island, Pa., and Henshaw, Bulkley & Co., Seattle, Wash. Full information regarding these machines can be had by writing the manufacturers, Wm. E. Hill & Co., North Park street, Kalamazoo, Mich.

A Virginia Wagon Factory.—One of the most successful enterprises in Virginia is the W. P. Horner Wagon Manufacturing Co. of Danville. From a small beginning this business has had a constant growth, establishing itself with an extensive Southern trade. The business has grown to such an extent that it was found necessary recently to provide larger quarters, until now the buildings occupied cover a lot 170x195 feet. It manufactures farm, lumber and log wagons, spring drays and warehouse and factory trucks, making a specialty of spring drays, which for good workmanship and lightness of draught are claimed to be the best wagons on the market. The machinery rooms are well fitted with the most improved machinery, and it is now increasing plant by a 35-horse-power boiler and a 25-horse-power engine. Catalogue will be sent on application.

The A. J. Beckley Co.—There is a large demand existing for perforated metals, and buyers in that class of product will be interested to hear of the improvements that the A. J. Beckley Co. is instituting at its plant in Garwood, N. J. This company finds the demand for its perforated metals on such an increase that a greater capacity is required, and is accordingly making the betterments needed. New interests have entered in the Beckley business, and its selling department is also being extended. Frank P. Day is president; A. J. Beckley, vice-president; Chas. W. Mooney, secretary-general manager, and Clayton D. Heyes, treasurer. Mr. Mooney is known to the trade, having been with the Harrington & King Perforating Co. for eleven years. He will have charge of the Beckley selling department. Mr. Beckley has charge of the manufacturing department, in which he has had an experience of twenty years. The company's general offices are at 284-6 Pearl street, New York.

Crocker-Wheeler in United States Mint.—March brought the Crocker-Wheeler Company orders for eleven more motors to be added to its already large equipment in the new Philadelphia mint. This brings the total number furnished to 120, besides four generators aggregating 625 kilowatts. Nearly the entire installation is of Crocker-Wheeler manufacture, and the plant is most interesting in the completeness of distribution of power by electricity; in fact, the metal is electrically treated from the time it enters the building until it leaves it. The electric current refines it, the rough ingot is topped, rolled out and weighed, all in motor-driven machines; an acid bath then leaves it ready for the coining machines, which are a unique application of a small motor driving a large flywheel of sufficient momentum to insure a heavy pressure at the instant of stamping. The whole demonstrates the extent to which electric operation may be successfully carried. Crocker-Wheeler Company has its offices and works at Ampere, N. J.

Marine Iron Works.—A recent visit to the new plant of the Marine Iron Works at foot of C street, Chicago, shows a particularly nice lot of special marine work under construction. Among the orders is a large amount of machinery for Tabasco-Chiapas Trading & Transportation Co. (which does an extensive business in the tropics); complete stern paddle-wheel steamboat work for Zaragoza Mining Co. of United States of Colombia; a pair of 9x36 stern paddle-wheel engines for Central America; set of twelve 24x72 horizontal tandem compound stern paddle-wheel marine engines; steel steamer fitted out all complete for waters tributary to Gulf of Mexico; 80-foot steam yacht for St. Lawrence river. Other foreign countries represented by orders are Turkey, Brazil, Guatemala, Bolivia, Mexico, Ecuador and Canada. The Marine Iron Works' new plant is equipped with electric-driven power throughout, new machinery, new and enlarged shops, which aids in maintaining that high degree of merit and promptness of completion that has built up for the company such a substantial business.

Largest Pipe-Covering Order.—The largest order for pipe covering ever placed has been secured by the H. W. Johns-Manville Co. from the Pacific Coast Oil Co. (which is practically the Standard Oil Co.), which will lay about 280 miles of eight-inch pipe from Bakersfield to Point Richmond, on San Francisco bay, to convey oil to the coast. As the grade is very slight, pumping stations are necessary along the line. On account of the heavy nature of the oil it must be heated to a certain temperature before it can be pumped, and to maintain this temperature of the oil in the pipes between the pumping stations a non-conducting covering is necessary, and the H. W. Johns-Manville Co. is to supply the 280 miles of covering for this purpose. The covering, when ready for shipment to California, will fill 200 cars. The immense facilities of the H. W. Johns-Manville Co. at both its New York and Milwaukee factories make it possible for them to successfully handle an order of this magnitude, and a number of miles of the covering were in transit to Bakersfield within a few days after the order was received.

Standing Timber for Sale.—Wirt W. Hallam, Macon, Ga., is advertising for sale standing timber—12,000,000 feet of oak and 5,000,000 feet of hickory. Mr. Hallam states that the oak is sometimes as large as six feet in diameter, the hickory frequently as large as thirty-six inches in diameter, though the toughest is from fifteen to seventeen inches in diameter. The genuine second-growth oak and hickory of Ohio and Pennsylvania is stronger and tougher than this timber, but excepting the genuine second growth, this timber has no superior in these respects in the United States, and the oak takes a polish like glass. This timber is from nine to twenty miles south of Macon on both banks of the Ocmulgee river; the Southern Railway runs within from one to two miles of the timber on the east and the Georgia Southern & Florida Railroad within one and one-half to two and one-half miles on the west. This timber can be brought to Macon by both railroads and by river, as Macon is the head of navigation. It can be cut, hauled to the river bank and brought to Macon at a total cost of labor and running expenses of about $4 to $7 in the log, or $3 to $5 in lumber or split stuff, not counting the cost of sawing in a mill or splitting. The only timber on this tract for sale is the oak and hickory, the other timber being wanted for local use.

TRADE LITERATURE.

S. K. C. System.—Stanley Electric Manufacturing Co., Pittsfield, Mass., has issued circular No. 126, dealing with the S. K. C. system. Voltmeter compensator and voltaphone instruments are treated of. Circular No. 125 tells of the condensers.

Reese-Hammond Calendar.—The Indian calendar for the second quarter of the year has been issued by the Reese-Hammond Fire-Brick Co. of Bolivar, Pa. The calendar shows the months of April, May and June, and will serve to keep the Reese-Hammond products in mind, besides serving as a reference to days and dates.

Franklin Water-Tube Boilers.—Realizing that business men wish to get at the facts with the smallest expenditure of time, the description of the Franklin water-tube boiler is planned with that in view. The claims for consideration of this boiler by power-users are concisely given, and the pamphlet is ready for mailing to those interested. Address Franklin Boiler Works Co., Troy, N. Y., or the selling agent, the Washington Company, 39 Cortlandt street, New York.

American Yacht & Motor Co.—This company has issued catalogue "D," devoted to illustration and description of the line of yachts, launches, motors and other marine machinery and boats that it constructs at its extensive yards in St. Louis. A specialty is made of knock-down boats. Wood, composite and steel hulls of all dimensions will be contracted for. Send for literature of the product offered. Estimates and designs are furnished when desired. Offices and works at Cherokee and De Kalb streets, St. Louis, Mo.

Maryland Lime & Cement Co.—This company has issued a booklet relative to its products offered to dealers and consumers as comprising all the efficiencies that intelligent buyers and users demand. The product includes Maryland white lime, Lehigh Portland cement, Texas alum lime, Anchor Rosendale cement, various sizes and styles of sewer pipe, bricks and other important supplies required in building and construction operations. Many illustrations, prices and succinct descriptions, together with some information of interest, are presented in the booklet. Address Messrs. Classen & Diggs, proprietors, 217 Bowly's Wharf, Baltimore, Md., for further particulars.

Nuttall Gearing.—Such is the title of a publication that will prove invaluable to those having at any time to order gearing. Plain and concise rules for ordering Nuttall cut or planed gearing are presented, and in recognition of the fact that technical terms are not readily understood by a large number of persons who have occasion to order gearing, technical terms have been avoided. The R. D. Nuttall Company of Pittsburg, Pa., issues the book. It makes a specialty of cut or planed gearing to order, but does not make or sell cast or molded gearing of any description. Gearing designed to do the work required assures the full productive capacity of a machine with use of minimum amount of power. The company supplies patterns and material to do all the work, or supplies materials and does all the work from patterns furnished by customer, or finishes, cuts or planes from material furnished by customer, or cuts or planes teeth only from material furnished by customer. No user of gearing can afford to fail requesting a copy of "Nuttall Gearing." Write the company at Fayette street and Garrison alley.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office Manufacturers' Record,
Baltimore, Md., April 2.

Owing to the Easter holidays, business in the Baltimore stock market during the week has been generally tame and uninteresting, in addition to being limited in volume. The only feature to the trading was a rapid rise in the common stock of the Atlantic Coast Line of from four to six and one-half points, accompanied by reports of a deal through which the Southern Railway and the Atlantic Coast Line would secure control of the Plant System. The usually active stocks in the market were comparatively neglected, operators appearing to have very little interest in speculation, which was probably due to the fact that many of them took advantage of the holidays to make trips out of town for purposes of recreation. Whatever interest there was centered around United Electric Light & Power preferred, which advanced in the trading to 42, accompanied by continued rumors that an advantageous deal would be made with the Susquehanna Electric Power Co., but insiders were not communicative concerning the progress of negotiations between the two corporations. Little was heard of the report that the Consolidated Gas Co. and the Electric Light Co. would be combined, yet gas stock remained strong, as well as did the shares of the Electric Light Co.

United Railway issues, G.-B.-S. Brewing stock and bonds, Seaboards and Cotton Ducks were comparatively dull. United common was steady around 16⅝ to 16⅞, the income bonds at from 71¼ to 71⅞, and the first mortgage 4s at from 94¾ to 95½. The G.-B.-S. common stock was well held between 19⅝ to 20¾, most of the sales being made at about 20. The Brewing income bonds were traded in at from 46½ to 47¼, and the firsts at from 53⅝ to 54⅜. Seaboard common stock figured in the trading at from 24⅛ to 24¼, the preferred at 44¼ and 44⅜, and the 4 per cent. bonds at 85, the latter selling at 83, ex interest; the 5 per cent. 10-year bonds sold at 103⅞ to 104⅛. Cotton Duck common stock varied between 10¼ and 11, the income bonds sold at 46, and the 5 per cents at 79½ and 79¾. The rise in Atlantic Coast Line shares was sudden—from 101¼ to 105¼—after which they steadily rose in the trading to 107½. United Electric Light & Power preferred started at 41, dropped to 40¾, and then rose steadily to 42. Consolidated Gas was firm at 69¼ to 69⅝.

Western Maryland Railroad stock changed hands in a small way at 31, the negotiations for the sale of the city's interest in the property not being concluded, and the street being without information as to the probable outcome of them. The present outlook appears to favor the bid of the Fuller syndicate, which purchased the West Virginia Central Railroad, and which, it is said, will build to a connection with the Wabash system.

The trust company stocks were dull, like everything else on the list. Continental moved between 218 and 219, Union Trust at from 64½ to 65¼, while International was traded in at 126¼, Mercantile at 170, Colonial at 29, Maryland at 212 and 212½, and United States Fidelity at 153½ and 154.

Other securities traded in, but not otherwise quoted, were as follows: Carolina Central 4s at 98 and 99; Georgia, Southern & Florida 5s at 115¼; Nashville Railway 5s, certificates, at 65½; Norfolk Street Railway 5s at 111¼; Atlanta & Charlotte firsts at 115⅛; Charleston & West Carolina 5s at 113¾, and South Bound 5s at 110.

SECURITIES AT BALTIMORE.

Last Quotations of Stocks and Bonds During the Week Ended Wednesday, April 2, 1902.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte	100	167	171
Georgia Southern & Florida 2d Pref	100	...	79
United Railways & Electric Co	50	16⅝	17
Seaboard Railway Common Stock	100	24	24¼
Seaboard Railway Preferred Stock	100	44	44½
Norfolk Street Railway Co	25	10	12
Bank Stocks.			
Citizens' National Bank	10	33⅛	...
Commercial and Farmers' National Bank	100	118½	...
Drovers and Mechanics' National Bank	100	...	310
Farmers and Merchants' National Bank	40	70	71
First National Bank	100	...	175
German Bank	100	106½	...
National Bank of Baltimore	100	118	...
National Bank of Commerce	15	27	...
National Howard Bank	10	11	...
National Union Bank of Maryland	100	119	...
Third National Bank	100	114	115½
Trust, Fidelity and Casualty Stocks.			
American Bonding & Trust	50	...	87
Baltimore Trust & Guarantee	100	300	317
Central Real Estate & Trust	50	...	59
Colonial Trust	50	25	30
Continental Trust	100	217	219
Fidelity & Deposit	50	166¼	167
International Trust	100	126	...
Maryland Casualty	25	49½	50
Maryland Trust	100	211	215
Mercantile Trust & Deposit Co	50	170	171
Union Trust	50	65⅛	65½
United States Fidelity & Guaranty	100	153¼	154
Miscellaneous Stocks.			
G. B. & S. Brewing Co. (Voting Trust) Com.	100	19½	20
United Electric L. & P. Co. Pref. Stock	50	41¾	42½
Cotton Duck	100	10⅞	11½
Consolidation Coal	100	80	84
Consolidated Gas	100	69	69¼
Atlantic Transport	100	223	225
Railroad Bonds.			
Georgia, Carolina & Northern 1st 5s, 1929		112	112½
Georgia Southern & Florida 1st 5s, 1945		115	115½
Piedmont & Cumberland 1st 5s, 1911		108¾	...
Raleigh & Augusta 1st 6s, 1926		124½	...
Seaboard & Roanoke 6s, 1916		112½	...
Western North Carolina Cons'd 6s, 1914		120	...
West Virginia Central 1st 6s, 1911		114¾	115
Wilmington, Columbia & Augusta 6s, 1910		116	117½
Wilmington & Weldon Gold 5s, 1935		121½	...
Charleston Consol'd Electric 5s, 1939		88½	90
Knoxville Traction 1st 5s, 1928		99	99½
Norfolk Street Railway 5s, 1944		111¼	111¾
United Railways & Electric Cons. 1st 4s, 1949		95⅝	95½
United Railways & Electric Incomes 4s, 1949		71⅝	71⅞
Seaboard 4s		83	83⅛
Seaboard 10-year 5s		104	104⅜
Georgia & Alabama Con. 5s		...	112½
South Bound 5s		112½	113
Miscellaneous Bonds.			
Mt. Vernon & Woodberry Cotton Duck 5s		79⅝	79¾
Mt. Vernon & Woodb'y Cot. Duck Incomes		46	46½
G. B. & S. Brewing 1st 3-4s		53⅝	54
G. B. & S. Brewing 2d Incomes		46½	47¼
United Electric Light & Power 4½s		84¾	85½
Atlanta Gaslight 1st 5s, 1947		108	110

SOUTHERN COTTON MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending April 1.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	75	91
Aiken Mfg. Co. (S. C.)	...	97
Anderson Cotton Mills (S. C.)	...	125
Arkwright Mills (S. C.)	118½	123
Augusta Factory (Ga.)	...	71
Avondale Mills (Ala.)	82½	...
Belton Mills (S. C.)	...	101½
Bennettsville Mfg. Co. (S. C.)	85	91
Bibb Mfg. Co. (Ga.)	...	109½
Brandon Mills (S. C.)	92	...
Cabarrus Cotton Mills (N. C.)	125	...
Clearwater Bleby. & Mfg. Co. (Ga.)	100	103
Clifton Mfg. Co. (S. C.)	...	175
Clinton Cotton Mills (S. C.)	119	...
Dallas Mfg. Co. (Ala.)	73	...
Darlington Mfg. Co. (S. C.)	87	...
Eagle & Phenix Mills (Ga.)	...	92
Enoree Mfg. Co. (S. C.)	...	86
Enterprise Mfg. Co. (Ga.)	90	93
Gaffney Mfg. Co. (S. C.)	...	108
Granby Cotton Mills (S. C.)	...	97
Granby Cotton Mills (S. C.) 1st Pfd.	...	101½
Graniteville Mfg. Co. (S. C.)	165	170
Greenwood Cotton Mills (S. C.)	...	103
Grendel Mills (S. C.)	101½	...
Henrietta Mills (N. C.)	201	...
King, John P., Mfg. Co. (S. C.)	95	98
Langley Mfg. Co. (S. C.)	...	110
Laurens Cotton Mills (S. C.)	148	...
Lockhart Mills (S. C.)	...	109
Louise Mills (N. C.)	...	101
Lynchburg Cotton Mills (Va.)	125	130
Lynchburg Cotton Mills (Va.) Pfd.	145	150
Manchester Cotton Mills (S. C.)	...	115
Mayo Mills (N. C.)	144	...
McColl Mfg. Co. (S. C.)	...	110
Monaghan Mills (S. C.)	90	...
Newberry Cotton Mills (S. C.)	116	...
Odell Mfg. Co. (N. C.)	99	102
Orr Cotton Mills (S. C.)	...	102½
Pacolet Mfg. Co. (S. C.)	190	...
Pelzer Mfg. Co. (S. C.)	170	...
Piedmont Mfg. Co. (S. C.)	167	175
Poe, F. W., Mfg. Co. (S. C.)	125	132
Richland Cotton Mills (S. C.)	...	101
Richland Cotton Mills (S. C.) Pfd.	...	101½
Roanoke Mills (N. C.)	90	100
Sibley Mfg. Co. (Ga.)	...	71
Southern Cotton Mills (N. C.)	...	105
Spartan Mills (S. C.)	127½	...
Trion Mfg. Co. (S. C.)	120	...
Tucapau Mills (S. C.)	125	...
Union Cotton Mills (S. C.)	140	...
Union Cotton Mills (S. C.) Pfd.	100	102
Victor Mfg. Co. (S. C.)	112½	...
Warren Mfg. Co. (S. C.)	97	99
Warren Mfg. Co. (S. C.) Pfd.	106	...
Washington Mills (Va.) Pfd.	101½	104
Whitney Mfg. Co. (S. C.)	115½	120
Wilmington Cot. Mills (N. C.) Pfd.	100	...
Wiscassett Mills (N. C.)	115	125

Guaranteed Storage Receipts.

The Export Storage Co., with headquarters at Cincinnati, has introduced a new method of financing manufacturing concerns by issuing storage receipts guaranteed by the American Surety Co. on raw or manufactured products upon the premises of the manufacturers, without removal. It is stated that the advantages of this system are being enjoyed by 140 cotton mills in the South, and that there is no reason why other manufacturers should not similarly experience benefits from it. The company has heretofore done business with pig-iron furnaces, but now the demand is so great for their product that storage is unnecessary. Flour mills, rice mills and producers of naval stores are interested, and the business is also being extended to other lines. Mr. W. C. Coldewey is general manager of the company, which also has an office in New York.

Northern Central's Gains.

The Northern Central Railway Co.'s report for the month of February, 1902, and for the two months ending February 28, 1902, makes the following comparison of earnings and expenses with the same periods of 1901: February, 1902, gross earnings increased $19,700, expenses increased $2500, net earnings increased $17,200; for two months gross earnings increased $74,000, expenses decreased $10,500, net earnings increased $84,500.

Penberthy Injector Co.—This company's steam specialties are known favorably and extensively throughout the entire country. Their manifold merits are constantly recommending them to new buyers, while of old customers little may be said but that they use no other make. The Penberthy injector (automatic and autopositive), ejectors, low and high water alarms, water gauges, lubricators, oil cups, grease cups, etc., are all lucidly and briefly described in the new illustrated catalogue just issued. Two new specialties are noted, one the low and high water alarm, a new departure in alarms, being purely a mechanical device, the operative part of which is contained in the steam space of the boiler, and when giving the alarm simply opens a valve and admits steam to the whistle. It cannot fail to be popular with engineers. The force-feed lubricator is also new. It is extremely simple in construction, and gives a positive feed when attached to any moving part of the engine. It is capable of extremely fine regulation, and a heavy demand is anticipated for it. Send to the offices at Detroit, Mich., for catalogue of Penberthy devices.

TABLE OF CONTENTS.

EDITORIAL: Page.
Co-operation With Railroads ... 183
A Passing Iron Phenomenon ... 183
Competition in Cotton ... 183
Industry and Population ... 183
Satisfaction ... 184
Galveston the Courageous ... 184

Expansion of Trade in American Coal ... 184
Spot Iron Still Scarce ... 184
The Sour Lake Gusher ... 184
Cane and Cassava ... 185
Progress at Pell City ... 185
Making Things at Home ... 185
Work for New Orleans ... 185
The Shipping Bill ... 185
Developing Magnetic Ores ... 186
The Pig-Iron Market ... 186
Minerals of Canada ... 186
Opportunities at Fairmont ... 186
Southern Silk Culture ... 186
To Develop Material Resources ... 186

RAILROADS:
Seaboard's Annual Report ... 186
The Cheat River Railroad ... 187
Lick Creek & Lake Erie ... 187
Montgomery's New Railway ... 187
'Frisco's Extensive Plans ... 187
Central of Alabama ... 187
A Railway and a Resort ... 187
A Virginia Electric Road ... 187
Big Extension in Texas ... 187
New Southern Lines in 1901 ... 187
Washington & Northern ... 187
Extension to Cape Henry ... 187
Railroad Notes ... 187

TEXTILES:
Southern Mill Additions ... 188
Southern Spinners at Charleston ... 188
Lydia Cotton Mills ... 188
Mill to Spin Fine Yarns ... 188
The $400,000 Denim Mill Ensured ... 188
Additional 50,000-Spindle Mill ... 188
New England Manufacturers ... 188
Textile Notes ... 188
Quotations of Cotton Yarns ... 188
Cottonseed-Oil Notes ... 189

LUMBER:
Lumber Market Reviews:
Baltimore ... 189
Charleston ... 189
Norfolk ... 189
Savannah ... 189
Mobile ... 189
Lumber Notes ... 189
Effects of Round Baling ... 190

PHOSPHATES:
Phosphate Markets ... 190
Phosphate and Fertilizer Notes ... 190

MECHANICAL:
Sturtevant Toggle Separator (Illus.) ... 191
Ornamental Iron Bank Railing (Illus.) ... 191
Bowen's Grease Cups (Illus.) ... 191
A Traction Wagon Train ... 191
Andalusia Looking Up ... 191

CONSTRUCTION DEPARTMENT:
New Enterprises ... 192
Building Notes ... 195
Railroad Construction ... 195
Machinery Wanted ... 196
Trade Notes ... 197
Trade Literature ... 197

FINANCIAL NEWS:
Review of the Baltimore Market ... 198
Securities at Baltimore ... 198
Southern Cotton Mill Stocks ... 198
Guaranteed Storage Receipts ... 198
Northern Central's Gains ... 198
A Southern Warehouse System ... 40
National Bank Reports ... 40
National Banks in the South ... 40
Increases Its Capital ... 40
Mississippi Levee Work ... 40
New Corporations ... 40
New Securities ... 40
Financial Notes ... 41

Page.
.... 183
.... 183
.... 183
.... 183
.... 184
.... 184

.... 184
.... 184
.... 184
.... 185
.... 185
.... 185
.... 185
.... 186
.... 186
.... 186
.... 186
.... 186
.... 186

.... 186
.... 187
.... 187
.... 187
.... 187
.... 187
.... 187
.... 187
.... 187
.... 187
.... 187
.... 187
.... 187

.... 188
.... 188
.... 188
.... 188
.... 188
.... 188
.... 188
.... 188
.... 188
.... 189

.... 189
.... 189
.... 189
.... 189
.... 189
.... 189
.... 190

.... 190
.... 190

.... 191
.)... 191
.... 191
.... 191
.... 191

.... 192
.... 195
.... 195
.... 196
.... 197
.... 197

.... 198
.... 198
.... 198
.... 198
.... 198
.... 40
.... 40
.... 40
.... 40
.... 40
.... 40
.... 40
.... 41

t they
njector
rs, low
, lubri-
are all
w illus-
w spe-
d high
ms, be-
erative
n space
m sim-
to the
r with
is also
uction,
ched to
capable
avy de-
to the
gue of